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Westport

in

Connecticut's History

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[Dort, Wakefield] *ed.*

Westport in Connecticut's history, 1835–1935. [Bridgeport, Conn., Printed by the Warner bros. co., 1935]

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Title from cover.

Half-title: ... Ye olde towne of Westport, wrought from ye older townes of Fairfield, Norwalk and Weston one hundred years ago, invites you as its friend, or as a descendant of an early citizen to participate with the present townspeople in its centenary celebration May 28th, and during the summer months in the tercentenary celebration of ye olde commonwealth of Connecticut, 1935.

Foreword signed: Wakefield Dort, editor.

1. Westport, Conn.—Hist. I. Westport, Conn. II. Title.

SHELF CARD

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Ye Olde Towne of Westport

wrought from Ye Older Townes of
Fairfield, Norwalk and Weston

One Hundred Years Ago

invites you
as its friend, or as a descendant
of an early citizen
to participate with the present
Townspeople
in its

Centenary Celebration
May 23th

and during the summer months
in the

Tercentenary Celebration
of
Ye Olde Commonwealth
of Connecticut
1935

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The Petition of
Daniel Nash
and two hundred
Citizens presented
to the General Assembly
of the State of
Connecticut.
May 1835. — for the
Incorporation of the
Town of Westport.

To the Hon General Assembly of the State of Connecticut to be holden at Hartford in said State on the first wednesday of May 1838 —

The petition of Daniel Nash Dan Taylor Seth Taylor Taylor Hurlbutt & Henry Sherwood all of Norwalk in the County of Fairfield. John L. Milton Lewis Raymond Nathaniel L. Hill David Richmond & William H Jump all of Fairfield in said County & Matthew Coley. Morehouse Coley & John Goodsell of Weston in said County and others whose names are hereunto subscribed living in the towns aforesaid respectfully sheweth That there is a population of about sixteen hundred souls living on the west side of the town of Fairfield aforesaid on the east side of said Norwalk and on the south side of the County of Norfolk in the town of Weston aforesaid. And within the following boundaries viz. Commencing at the northwest corner bound of the town of Fairfield on Sturges highway so called and running Southerly in the center of said highway to a point half a mile south of the Cross highway so called thence westerly to a stone bridge in the highway South and near the dwelling house of Bradford David. thence southerly in the center of said highway last mentioned past the dwelling house of Lockwood Baker to where said highway turns westerly and thence southeasterly to the west fence of the old burying ground in Green farms thence following the course of said fence to Compo Creek so called. thence following said Creek to Gallups Bridge so called. thence in a due south course to Long Island sound, again commencing at the first mentioned bound and running westerly in said Weston crossing Aspetuck and Saugatuck rivers passing north of the dwelling

house of Reul Sherwood to the dividing line between the towns of Weston & Norwalk at a stone bridge in the highway a little south of the dwelling house of the late Daniel Ackerman deceased thence northerly in said highway on the line between said Weston & Norwalk to the northeast corner boundary of said Norwalk. thence following the dividing line between Norwalk & Wilton to a stone bound on said dividing line in the highway northwesterly of the dwelling house of the late James Fillow deceased and near an oak tree longitudinal as a town bound between said Norwalk and Wilton thence southerly to the center of Road at the four corners so called near the blacksmith shop lately occupied by Darius Olmstead now deceased, thence in the center of said highway passing David M. Fillows dwelling house, southerly to the barn commonly known & called Mansey barn, thence southerly to a stone bridge over Saugatuck brook so called a little east of Joseph Scribners on the Old Country Road so called. thence southerly to the center of the highway leading from Duck Pond so called and following the center of said highway until it passes the head of said Pond and thence in a due south course to Long Island sound, embracing the island situated south of said territory in Long Island sound. That the territory within said bounds is embraced in part of Fairfield Weston & Norwalk aforesaid and the inhabitants living within it are subjected to great inconveniences ~~by living~~ in consequence of living on the borders of the towns aforesaid, a majority of them must travel more than six miles to do the ordinary town business, to attend town and elector meetings to examine

Records and have deeds recorded. The inhab-itants living at the seaport within the limits aforesaid in most of their public improvements have interests diverse from those of the seaports in Fairfield and Norwalk and such improvements however valuable are often defeated by those other portions of the towns who have the controlle and possess different interests. it is also believed that small towns are managed with much less expense than large ones. It is well known that the towns of Fairfield Norwalk and Weston are each large in territory and population. and your petitioners who compose nearly all the electors living within said limits cannot doubt that it will be greatly to their interest to be separated and become a town by themselves. They therefore pray your honors to inquire into the allegations aforesaid and on finding the same to be true to grant your petitioners request and pass an act incorpora-ting a town within the limits aforesaid with all such rights and privileges as are usually bestowed upon towns in this state. or grant to your petitioners such other and further relief as to your honors shall seem right and proper and your peti-tioners as in duty bound will ever pray.

Dated at Fairfield this 28th day of Jan. 1835

To the Sheriff of the County of Fairfield or his Deputy or either of the Selectmen of the Towns of Norwalk Fairfield & Westport in said County

By authority of the State of Connecticut you are hereby commanded to summon Ebenezer Bears one of the Selectmen & principal inhabitants of the Town of Fairfield aforesaid & the rest of the inhabitants of said Town of Fairfield, John Gray one of the Selectmen & principal inhabitants of the Town of Norwalk aforesaid & the rest of the inhabitants of said Town of Norwalk, Benjamin Isaacs one of the Selectmen & principal inhabitants of the Town of Westport aforesaid and the rest of the inhabitants of said Westport, Daniel Sherwood if they be found, before the Next General Assembly of the State of Connecticut to be holden at Hartford in said State on the first Wednesday of May 1835; that is, Daniel Sherwood before said Assembly on Tuesday next after the Session of said Assembly, then & there to show reasons if any they have why the prayer of the foregoing petition should not be granted. Dated at Fairfield this 28th day of April 1835.

David Coley 3d — Justice of Peace

Fairfield County ss Fairfield Norwalk & Westport April 30th AD 1835

I then served the within petition & citation on the above named Ebenezer Bears one of the Selectmen & principal inhabitants of said Fairfield & the rest of the inhabitants of said Fairfield by leaving a true and attested copy thereof with the said Bears — also I then served the within petition & citation on Benjamin Isaacs one of the Selectmen & principal inhabitants of said Norwalk & the rest of the inhabitants of said Norwalk by leaving a true & attested copy thereof at the last & usual place of abode of the said Isaacs — also I then served the above petition & citation on the above named John Gray one of the Selectmen & principal inhabitants of said Norwalk & the rest of the inhabitants of said Norwalk by leaving with said Gray a true and attested copy thereof.

Daniel Sanford
Sheriff's Deputy

Daniel Nash
[illegible]
Samuel Bangs
Esther Gregory
Mr. Bradley
Wm. S. Comstock
Dennis Gilbert
Hiram Hoyt
Floyd W. Fairchild
David Buchanan
Geo. Blackman
Stephen Morehouse
E. B. Williams
[illegible]
Edwin Hurlbut
Daniel Andrews
Lewis Raymond
Philo Comstock
Nathaniel L. Hill
Lewis H. Nash
S. W. Hemingway
Benj. H. Davis
Sam. Wood
Jesse B. Sevilleson
Wm. Richards
Smith Timmons
David Coby
Philo Smith
Oliver Burr
Peter Horton
Ozias M. Bennett
John B. Bennett
Jesse Lum
Benjamin Allen

Thomas Bennett
Daniel S. Perry
David B. Bennett
Hezekiah Lewis
John B. Wilson
Francis L. Hedenberg
James Bartholomew
Matthias Allen
John Hilton
Joseph Disbrow
Orin B. Bennett
John Steele
Allen Milton
Dennis Nash
Charles Wright
Cornelius Taylor
Ethan A. Taylor
George Seely
[illegible]
Lewis Taylor
George N. Herlbutt
Edwin Wheeler
Wm. Nash
Hezekiah Wakeman
John N. Taylor
Philo W. Jones
Orrin Reed
G. P. Williams
Reuben Sanford
Wm. Platt
Henry Platt
Aaron Adams
John B. Adams
Obadiah Wright

Seth Taylor
Gaylor Northcutt
Charles Nash
David Lord
George Nash
Lewis Smith
John Sturges
Healer Nash
Wm Barwell
[illegible]
William Hanford
Andrew C. Nash
Joseph L Mosier
Isaac Adams
David S Hubbell
[illegible]
David Mosier
Platt Pearsall
Gould Jeffs
Sylvester Thomas
Sephin Baker
Coley Barham
Henry Shumard
Samuel Finch
Alva Finch
Alfred Taylor
Paul L Taylor
David Taylor
David M Tellow
Lewis Patrick
Moses Gregory
Stephen Hanford
[illegible] C. Gregory
Zalmon Hanford
John Allen

Henry H. Nash
Edward H. Nash
Solomon G Taylor
George Foliet
James Fillow
Joseph Scribner
George Scribner
Elbrin Taylor
John Nott
Josiah Raymond 6th
Robert Taylor
Charles H Taylor
[illegible]
Lang Goodsell
Nathan Smith
John Taylor
[illegible] Dikeman
Ebenezer Bennett
Gould N Baker
Ulrich Taylor
John Allen
Daniel Jeffs
Richard Pike
Chas. Scott
[illegible]
Seymour Taylor
Ethathan Wheeler
Dennis H. Pike
Isaac Bennett
Stephen B. Waterman
Butler Mather
Daniel Taylor
Samuel S Scott

The Petition of
Daniel Jack Jr
for
a New Town

No. 6. May 1835.

H of R. May 1835.
Resd & fort contd
on new Jours &
protests Distinct.
J. R. Leightman
Clk

In Senate 1835.
Concurred in with the
R. J. Stringer Clk

H of R May 1835
prayer granted
J. R. Leightman
In Senate 1835
Prayer granted
R. J. Stringer Clk.

Joseph Mecklin Esq
Daniel Jack Esq
Daniel Stimmers
Graham B. Fenner
John Williams
Lewis Onstott
Ezra Rogers
Saml. Mullinix
William Frisby
Jesse Grist
Hammond Lockwood
Walter Cooley
Johnson Williams
Nathl. Jones
Mordecai Lewis
William Cooley
Jeremiah Messenger

General Assembly 1835 February 1836.
On the petition of Daniel Jack Esq. & others
Petitioning for a new town to be
laid out in Daniel Jack's farm &
[illegible] adjoining Fenner's farm.
[illegible]

AUTUMN IN CONNECTICUT

Sunshine has rested on these rolling hills,
In patterns from the shadow of each cloud,
Since ever earth took form. Clear color fills
The woods, as always. Nature has allowed
A festival of glory for a space,
As she has ever done . . . And yet, today,
I look with wonder; as upon a place
New and most marvelous! Along this way
Came my forefathers; eager to plunge down
Deep roots of sentiment in a new land.
Here, in these hills, flourished each happy town . . .
Here was their joy by new contentment fanned
Until its flame burned high. With warm delight,
I recognize their past in my new sight!

HENRIETTA CHOLMELEY-JONES

FOREWORD

THIS is a historical book about Westport. But it is not a history. That would be an anomaly. We know it. What the thing really amounts to is an attempt to balance a rigid classification of dates and events against a bit of color—not fictitious color but actual, earned picturesque tints. We may have failed. We hope not. At any rate, here it is, for better or for worse.

Accuracy is, in spite of the foregoing, a fetish with us, the editors. We cannot be held responsible for the facts in those articles which were prepared by individuals; for the others we accept the burden.

Aside from all this it is our devout and ardent wish that the book will give an inkling—no, more than that, a certainty—that the history of this area is fascinating. There is so much that couldn't go in here! There is so much more that must immediately, if ever, be unearthed and reduced to words!

The greatest compliment which could possibly be paid our efforts would be to have individuals or clubs or schools start to dig into the facts, fervent and ordinary, which have, in the aggregate, made the history of this town. If that happens, the book, no matter what the criticism, is a success. If not, the book, no matter what the praise, is a failure.

The result is not now so much on the knees of the gods as on those of the readers.

It is with great appreciation that acknowledgement for the material in this book is made to the following: To Alois Forger for the article "How Westport Became a Town"; to Irving Putney for "Colonial Roads and Trails"; to Charles E. Cutler for "Old Houses in Westport"; to Judge Joseph Adams for "Agriculture"; to John A. Baker, John Keene and the Committee on Industries for "Industries"; to Mrs. Leslie Sniffen for "The Red Cross in Westport"; to Dr. W. R. Munson

for "Westport's Physicians"; Mrs. E. C. Nash, and to Miss Dorothy Adams for "Westport's Schools." For assistance in preparing the list, "Workers for Westport," we give grateful acknowledgment to Selectman Alois Forger, Judge Austin Wakeman, Town Clerk William Krause, all of Westport, and to the State Library at Hartford. For the material in "The Westport Library" we are thankful for the help of Burton Davis, "THE WESTPORTER." Our sources on "Westport in the Wars" were Donald Crawford, "WESTPORT," by Birge, "GREEN'S FARMS" by Jennings, "HISTORY OF FAIRFIELD" by Schenck, "HISTORY OF CONNECTICUT" by Clarke, "REVOLUTIONARY DAYS IN WESTPORT" by William H. Burr, "FAIRFIELD COUNTY" by Hurd, "CONNECTICUT'S ACTIVITIES IN THE WARS OF THIS COUNTRY" by Irene Mix (Connecticut State Library), "TRYON'S RAID" by James R. Case, Irving Putney and many other individuals. In the article "Westport Churches" we drew largely on the printed sermons of the Rev. Thomas F. Davies, the Rev. Benjamin Relyea, both of the Congregational Society of Green's Farms, on Schenck's "HISTORY OF FAIRFIELD," and on the church histories furnished us by each devotional body in town. The subject matter in "SHIPS AND SAILORMEN" came from Harry B. Sherwood, from Judge Joseph Adams, from Birge's "WESTPORT" and from Hurd's "FAIRFIELD COUNTY."

To Laura Gardin Fraser, who designed the seal; to James Earl Fraser, who designed the medal; and to George Wright, who planned the cover, we wish to express our gratitude, and also to Gerald Mygatt, to the staff of the library, to Dorothy Adams for original lettering of invitation used as title page, and to the host of others who have assisted.

Especially do we acknowledge indebtedness to Mrs. Edith Very Sherwood, executive vice-chairman of the Centenary Committee, without whose zealous and untiring efforts neither this book nor the centenary celebration itself would be possible.

June 26, 1935 WAKEFIELD DORT, Editor

HOW WESTPORT BECAME A TOWN

IN APRIL, 1835, just a century ago, Daniel Nash and others of Fairfield, Norwalk and Weston made application for a charter to incorporate the Town of Westport. Why? Two main reasons. First, the majority of them lived more than six miles from the places where records were kept, and in those days six miles were six miles. Second, the rival seaports of Norwalk and Fairfield were treating the port of Westport like a stepchild.

On May 28, 1835, the charter was granted. On June 16 the first Westport town meeting was held and the following officials were elected: Selectmen (selected men, quite obviously), Town Clerks, Constables, Grand Jurors, Haywards (hay wardens, or hedge wardens; their job being to look after hedges and fences and to impound any cattle that strayed or otherwise ate or slept in or on the hedges), Pound Keepers (who took care of such stray cattle and collected a fee for giving them something except hedges to feed on), Tything Men (tax collectors to you) and Fence Viewers. These last were the town diplomats who had to determine whether a boundary fence went this side or the other side of the big oak.

The first town meeting following the appointment of town officials was held in August, 1835. This was for the purpose of restricting the amount of oysters taken from the waters of Westport in any one day; and one hundred years later we are confronted with the same problem concerning clams.

At a special town meeting held in September of that same year, three assessors and a Board of Relief were appointed to complete the set of town officials. At the first annual town meeting in December they presented the first budget for the town, appropriating $608.42, approximately one and one-half per cent of our budget of today. The following year found a balance of $242.31.

The salary item presented itself at the annual meeting in 1837, and the Tax Collector, who now took the place of Tything Men, was given one cent on the dollar collected, with a bonus of $5 if he collected 100 per cent of the taxes, and nothing if he did not. The Town Clerk was given the stupendous salary of $1 per year and the Board of Relief $1 per day while sitting. The Selectmen were voted $6 per year in lieu of all other charges and as usual the cream was collected by the constables, who received $1.50 for bringing in each elected town official to take the oath.

On April 30, 1839, a committee of five was appointed, at a special town meeting, to oppose the building of the railroad, and $20 was voted for expenses to go to Hartford for this purpose. The reasons set forth were: the lowering of land values adjoining the railroad because of the smoke, and the trains scaring the cattle and horses. Through seven or eight years of strife in town meetings this railroad matter was argued pro and con, and finally in the year 1848, deciding that opposition was futile, the town sold its rights for $200.

In the years from 1840 to 1848 developed a great need for a Town House. The land was bought; a Town House voted to be built; that vote rescinded, then passed again, and finally dropped entirely and the land was sold at public auction to the highest bidder. Following these discussions about a Town House came the first dissatisfaction with Town Officials, and from 1842 on, we find nearly all offices contested.

In 1843 the Collector's salary was raised to $12.00 per year; he was also required to furnish a bond. It was ruled that people could work on the roads if so desired, to pay the taxes assessed against them.

In 1848 it was voted to lay out and build a road to the railroad station, now known as Riverside Avenue. We find that ninety years ago the same procedure was followed as today by our town meeting—viz, reducing the first amount asked for and appropriating less, and then calling other meetings to make up the deficiency.

Five years later the town decided one Selectman was enough. They elected Alva Gray, but the following year went back

to the board of three when William J. Finch was elected First Selectman serving for 19 years. Soon after he was elected Town Clerk for a long period.

From 1860 to 1866 practically all town meetings concerned war, volunteers, the draft and bonuses.

In the years following, the disorder after the war became apparent, for the town voted to build a jail on the west side of the river. Speeding had become dangerous with the one-horse shay; so an ordinance was passed limiting the speed on the bridge to a gait no faster than a walk. From 1870 to 1873, the need of a new bridge was discussed and finally a bond issue was voted for that purpose. Twenty years later a bridge was built at King's Highway.

In the next ten year period, the slogan of the people seemed to be "better roads." In 1890 the cry had changed to "fire protection". In 1894 the encroachments upon the beach had become serious and the Selectmen were instructed to remove all buildings thereon. In 1908, feeling the need of a Town Hall, a committee was appointed and our present one built. Throughout the record books there were meetings for and against a Town Farm until the present one was purchased in 1901. In 1903 criticism of the roads entered the meetings. A motion was made in a town meeting that scrapings and dirt from the gutters should not be put in the center of the roads.

On the 27th of August, 1917, was created the most important office in town—the Board of Finance, whose job it is to oversee and recommend the spending of all money. In 1921 the Town took over the Fire District and the following year came the Town Plan Commission, which has done marvelous work in beautifying Westport. Then came the organized paid police department, paid drivers for the fire companies and as the town needed more supervision in expansion, the Zoning Commission. In the past few years we have added a Town Court, a Small Claims Court, a Probation Officer and last, but not least, a Welfare Department to care for the needy.

Thus in one hundred years, we have grown from a small town under simple supervision with a yearly expenditure of $600 to a model, well organized, self-governed community

whose yearly budget amounts to more than half a million dollars.

Frederick M. Salmon, one of Westport's most prominent citizens, had the distinction of serving ten years as Comptroller for the State of Connecticut; County Treasurer for six years; State Senator for two terms. During these years he was influential in obtaining State grants for the building of the Saugatuck and Westport Bridges, and the taking over by the State of the Wilton Road, the entire Shore Road from the Norwalk Town Line to Sasco Creek, Southport; Riverside Avenue and North Main Street to the Weston Town Line.

Harry R. Sherwood, as member of the Legislature from from 1915-1921, cooperated with Mr. Salmon's interests in the above projects.

The following have served Westport as Selectmen from 1835 to 1935:

1835–1837
Thomas Rowland
Taylor Hurlbutt
John Gray, 2nd

1838
Jabez Adams
Thomas Rowland
John Gray, 2nd

1839
John Gray, 2nd
Isaac Bennett
Alfred Taylor

1840–1841
Jabez Adams
Thomas Rowland
Hezekiah M. Coley

1842
David Coley
John Gray, 2nd
Street H. Keeler

1843
Hezekiah M. Coley
Isaac Bennett
Street H. Keeler

1844
Hezekiah M. Coley
Isaac Bennett
Burr Jennings, Jr.

1845–1848
Isaac Bennett
Dordon Jelliff
Ganiel Burr

1849
Hezekiah M. Coley
Alva Gray
Alfred Taylor

1850–1851
Alva Gray
Hezekiah M. Coley
David Coley, 2nd

1852
Daniel Burr
Burr Meeker
Burr Keeler

1853
Alva Gray

1854–1855
William J. Finch
Aaron B. Adams
Lyman Banks

1856
William J. Finch
Lyman Banks
William Burwell

1857
William J. Finch
Bradley Godsell
John N. Betts

1858
William Finch
Bradley Godsell
Alfred Taylor

1859–1861
William J. Finch
Alfred Taylor
Talcott Wakeman

1862–1863
William J. Finch
Edward J. Taylor
Lonson Coley

1864
William J. Finch
Franklin Sherwood
Orrin W. Hotchkiss

1865
William J. Finch
Edwin J. Taylor
Aaron B. Hull

1866–1869
William J. Finch
Edwin J. Taylor
William T. Wood

1870–1871
William J. Finch
Edwin J. Taylor
Frederick Morehouse

1872
William J. Finch
Edward J. Taylor
James Smibert

1873
William J. Finch
Edward J. Taylor
Burr Meeker

1874
Silas B. Sherwood
James Smibert
Gersham B. Bradley

1875
Charles Kemper
Silas B. Sherwood
Gersham B. Bradley

1876–1878
Charles Kemper
Silas B. Sherwood
Frederick Morehouse

1879
Gersham B. Bradley
John H. Jennings
Charles H. Kemper

1880
George S. Adams
John H. Jennings
Silas B. Sherwood

1881
Silas B. Sherwood
Henry H. Gilbert
John H. Jennings

1882
Gersham B. Bradley
John H. Jennings
Eliphalet Gray

1883
Charles H. Kemper
Eliphalet Gray
John B. Morris

1884
Charles H. Kemper
Eliphalet Gray
Rufus Wakeman

1885
Charles H. Kemper
Henry Gilbert
Rufus Wakeman

1886
Charles H. Kemper
Henry Gilbert
Rufus Wakeman

1887
Rufus Wakeman
Daniel Bradley, Jr.
Silas B. Sherwood

1888
Silas B. Sherwood
Orland J. Allen
Rufus Wakeman

1889–1890
John W. Hurlbutt
Daniel Bradley, Jr.
Rufus Wakeman

1891
Samuel Wheeler
Rufus Wakeman
Daniel Bradley, Jr.

1892
Samuel B. Wheeler
William H. Taylor
George P. Jennings

1893–1895
Robert Coley
Charles Buckley
Daniel Bradley, Jr.

1896–1902
Lewis P. Wakeman
Robert Coley
Oscar Smith

1902
Oscar Smith
Lewis P. Wakeman
Samuel B. Wheeler

1903–1904
Edward C. Birge
John K. Gault
Samuel B. Wheeler

1905
Lewis P. Wakeman
John K. Gault
Samuel Wheeler

1906
Edward C. Birge
John K. Gault
F. W. Taylor

1907
Fred Kemper
Edwin A. Beers
George S. Jennings

1908
Lewis P. Wakeman
Robert Coley
MerrickvH. Cooley

1909–1910
Lewis P. Wakeman
Robert Coley
Samuel Banks

1911
Robert Coley
John K. Gault
Samuel Banks

1912
Robert Coley
John K. Gault
Lewis P. Wakeman

1913
Austin Wakeman
Robert Mills
Robert H. Coley

1914
Austin Wakeman
Nathaniel Gault
Robert Mills

1915–1917
Austin Wakeman
Welford Lewis
Robert Mills

1917–1919
Austin Wakeman
Welford Lewis
Eli Mead

1920
Austin Wakeman
Welford Lewis
William Wood, Jr.

1921
Austin Wakeman
Welford G. Lewis
Robert Mills

1922
Austin Wakeman
Welford Lewis
Thomas Glynn

1923
E. C. Nash
Harry Ayers
Welford Lewis

1924
K. W. Mansfield
Welford Lewis
Walter Duffy

1926–1929
K. W. Mansfield
Welford Lewis
John P. McCormack

1930–1931
K. W. Mansfield
Charles Wakeman
John P. McCormack

1932–1933
K. W. Mansfield
Charles Wakeman
Milton Harrington

1934–1935
K. W. Mansfield
Alois J. Forger
Milton Harrington

JUDGES OF PROBATE, DISTRICT OF WESTPORT—1835–1935

Thomas F. Rowland
Rufus Blakeman
Myron L. Mason
Frank W. Perry
Edwin Wheeler
George L. Cable
William H. Richards
Silas B. Sherwood
Eliphalet Swift
Alva Gray
Edward J. Taylor
Daniel B. Bradley, Jr.
Frederick A. Salmon
Austin Wakeman

STATE SENATORS FROM WESTPORT

J. E. Wheeler Lloyd Nash F. M. Salmon Kenneth Bradley

STATE REPRESENTATIVES FROM WESTPORT

1836.....Thomas F. Rowland
1837.....Lewis Raymond
1838.....Henry Sherwood
1839-41...Eliphalet Swift
1842.....George L. Cable
1843.....David Coley, 2nd
1844-45...Eliphalet Swift
1846.....William Platt
1847.....Hezekiah Allen
1848.....David Coley, 2nd
1849.....William J. Jennings
1850.....A. A. Hutchingson
1851-52...S. H. Keeler
1853.....Daniel Burr
1854.....Edmund W. Taylor
1855.....William Burwell
1856-57...William J. Finch
1858.....Richard H. Winslow
1859.....Moses W. Wilson
1860.....William Burwell
1861.....David S. Burr
1862.....Talcott B. Wakeman
1863-64...Jonathan E. Wheeler
1865.....Myron L. Mason
1866.....Talcott B. Wakeman
1867.....Edward J. Taylor
1868.....Chase H. Kemper
1869.....James Smibert
1870.....Thomas R. Lees
1871.....Jeremiah Brown
1872.....Silas B. Sherwood
1873.....Edward M. Lees
1874.....Thomas D. Elwood
1875-76...William Burr Wright
1877-78...Albert Relyea
1879.....Henry B. Burr
1880.....John W. Hurlbut
1881.....Jonathan E. Wheeler
1882.....John W. Hurlbutt
1883.....Moses Sherwood
1884.....Moses Sherwood
1885.....Charles Mills
1886.....George B. Smith
1887.....Henry P. Burr
1887.....Henry P. Burr
1889.....Benjamin F. Bulkley
1889.....Benjamin F. Bulkley
1891.....Robert S. Craufurd
1891.....Robert S. Craufurd
1893.....Edward M. Lees
1893.....Edward M. Lees
1895.....Rufus Wakeman
1895.....Rufus Wakeman
1897.....Joseph G. Hyatt
1897.....Joseph G. Hyatt
1899.....John Henry Jennings
1899.....John Henry Jennings
1901.....Lloyd Nash
1901.....Lloyd Nash
1903.....Homer S. Beers
1903.....Homer S. Beers
1905.....Joseph G. Hyatt
1905.....Joseph G. Hyatt
1907.....William E. Albin
1907.....William E. Albin
1909.....Samuel E. Banks
1909.....Samuel E. Banks
1911.....William H. Burr
1913.....William J. Wood
1915.....Harry R. Sherwood
1917.....Harry R. Sherwood
1919.....Harry R. Sherwood
1921.....Daniel B. Bradley and Harry R. Sherwood
1923.....Daniel B. Bradley and Harry M. Ayres
1925.....Sarah B. Crawford and Edward W. Hubbell
1927.....Sarah B. Crawford and Edward W. Hubbell
1929.....Edward W. Hubbell and J. Kenneth Bradley
1931.....Edward W. Hubbell and Sarah B. Crawford
1933.....Sarah B. Crawford and J. Kenneth Bradley
1935.....Sarah B. Crawford and Herbert E. Baldwin

JUDGES OF TOWN COURT IN ORDER OF APPOINTMENT

John F. Godillot Joseph Adams J. Kenneth Bradley

TOWN CLERKS

1835.....Edwin Wheeler
1835-1838.Lewis Raymund
1839-73...John W. Taylor
1873-79...Edward J. Taylor
1880-81...Henry P. Burr
1882-85...William J. Finch
1886-87...Henry P. Burr
1888-97...William J. Finch
1897-1911.Joseph G. Hyatt
1912-14...W. J. Wood, Sr.
1915-34...E. C. Birge
1934.....William A. Krause

CHURCHES

"THE young men were not allowed to stand at the entrance of the meeting-house to make comment on those who came to church . . . . . The delinquent who so far forgot the honor due to the House of God and to his betters, was ordered into church by the sentinels on duty, and if he forgot himself in church he was melted into propriety by the fixed gaze of the minister, the ruling elders and the deacons, as well as the constables, the grand jurors and tithing men, whose duty it was to watch for such offenders". (Schenck, History of Fairfield, vol. 2.)

There sits the culprit, ramrod straight but wriggling internally, trying desperately to find an avenue for his eyes through this barrage of disapproval. It is a terrible temptation to sum him up with one of those colloquial phrases which sometimes so accurately hit the mark—AND WAS HIS FACE RED.

There is absolutely no intention here to be diverting at the expense of our worthy ancestors. They came over here to escape religious intolerance. If they became for a time even more intolerant than their opponents in England, it is perhaps a natural swing of the pendulum. They had so great a fear of being subordinated again to other religious views that they closed every possible avenue for the infiltration of beliefs to which they could not subscribe. Also it was a rugged life they lived; a stern religion was inevitable.

The church and the parish **were** the community in the early days. Each had its separate function. The parish managed the secular affairs and called the pastor. It voted the taxes for the work of the church, for the minister's housing and salary, and for other purposes. It appointed selectmen to care for what were called the "prudentials" of the parish. It appointed a person to sweep out the meeting-house and beat the drum to summon people to meeting. It appointed a sheep master. It ran the schools.

The church, in its capacity as such, attended to the spiritual part of religion, conducted cases of discipline and shaped

the life of the community by its inspiration and teaching. Only church members could hold civil offices. To make certain that they would be controlled by the proper wisdom, their public meetings and elections were held at the meeting-house. The minister's house was the executive mansion of the community.

In 1711 such a parish and church were established in the Green's Farms section of the present Westport. Previous to that time residents of the Farms had paid taxes to and attended the church in Fairfield. It was difficult. From Henry Gray, Jr.'s place at Compo it was eight miles and sixty-six rods to the meeting-house. That was a long distance.

The Connecticut General Court was petitioned in 1708 to set aside that part of Fairfield west of the Sasco River as a separate parish. Fairfield objected. It would mean loss of taxes and of control over the projected district. The petition was renewed, however, and granted in 1711. There were then 270 inhabitants of the new parish.

The first parish meeting was held on June 12th of that year. Then the Machamux meeting-house was built. Since that time without break the Congregational Society of Green's Farms has held an important place in community affairs.

The first meeting-house soon became too small. Another was built in 1740 opposite the Colonial cemetery. This was burned by the British during Tryon's raid of 1779. The third was erected on the present site. It burned in 1852 and the church still in use was then raised.

The Rev. Daniel Chapman was the first minister, serving the people for 36 years. Following him came the Rev. Daniel Buckingham. He officiated for 25 years. Then the beloved Rev. Hezekiah Ripley was called. He remained for 54 years. This is an astonishing record—three men holding the pastorate of a single church for an aggregate of 115 years. The present minister is the Rev. Herbert S. Brown.

In 1832 a number of members of the Green's Farms Congregational Church began a new organization near the growing center of the village than called Saugatuck, and erected its meeting-house on the south side of what is now State Street,

where it still stands. Three years ago the one hundredth anniversary of this church was celebrated. Its present minister is the Rev. Richard T. Elliott.

Methodism reached Westport in 1790. For some years preaching was carried on in private homes and then in the ball-room of a tavern near the present Poplar Plains church. The owner of the tavern became converted under the preaching of the Gospel and donated the land on which the Poplar Plains church now stands. To serve the growing population nearer the center of Westport the church on East Church Street was erected and dedicated in 1852. The pastor is the Rev. H. H. Mower. The Saugatuck Methodist Church was built in 1852 The pastor is the Rev. Edgar M. Brown.

Up to 1835 Episcopalians dwelling in the present area of Westport were forced to attend church in other communities and at considerable distances. Certain members of St. Paul's parish in Norwalk lived on the west side of our Saugatuck River. They decided to build a church nearer at hand. Thus the first Christ Church structure was erected where the Compo Inn now stands. In 1885 the present Christ Church was dedicated. Its rector is the Rev. Harry A. Barrett.

The Memorial Church of the Holy Trinity was created to meet the needs of a group of members of Christ Church who lived on the east side of the Saugatuck. The corner-stone was laid in 1860; the building was consecrated in 1863. It stands on the site of the old Disbrow Tavern. The rector emeritus is Dr. Kenneth Mackenzie and the rector, the Rev. Arthur H. Moffat.

The first Roman Catholic service was held in Westport on November 21, 1853, when mass was celebrated in the old Universalist Church, now the Sherwood apartments on Main Street. In 1860 the first church was erected on the site of the present Compo Apartments, and in 1898, the present Church of the Assumption was constructed on Riverside Avenue. The Rev. Richard Carroll is the pastor.

St. Paul's Evangelical Lutheran Church was organized in 1921 and the church building on Imperial Avenue was dedicated in the same year. Since June; 1922, the Rev. E. C. Wenzel,

pastor of the Lutheran Church in Norwalk, has also conducted services in the Westport parish.

It is unfortunate that there has been here no space in which to describe more fully the history and accomplishments of each church in Westport. Although their control of secular affairs in the town is not so complete as it was back in the early days in Green's Farms, nevertheless their influence is very great if more subtle. They are dedicated to good works. They serve. Without them the community would be a poor place in which to live.

WEATHER PROGNOSTICS (*From Watson's Annual, 1825*)

The resounding of the sea on the shore and the murmur of winds in the woods without apparent wind, shew wind is to follow. The obscuring of the smaller stars is a sign of tempest. If two rainbows appear, it will rain. If the sky be red in the morning it is a sure token of winds or rain, or both. If the sun or moon look pale, then look for rain. If fair and bright, expect fair weather. If red, winds will come. If the sun seem greater in the East than common, it is a sign of rain. If in the West about sunsetting, there appear a black cloud, it will rain that night or the day following, because that cloud will want heat to disperse it. If mists come down from the hills, or descend from the heavens, it promises fair hot weather. Mists in the evening show a hot day on the morrow, circles about the sun if red and broken, wind. If thick and dark, it shows winds, snow or rain, the same about the moon. Thunder in the morning, if it be S.W. and the wind be there, denotes a tempestuous day, also a rainbow or water gall in the West, a stormy, wet day. "Sun dogs" in the morning or evening is a sign of cold, wet, windy weather—especially in winter time.

AGRICULTURE

FARMING has gone through many changes in this town during the last hundred years. At the beginning of that time the principal products to be turned into cash were grain, hay, butter and cord wood. These were brought from all the surrounding country by ox teams. Later came the onion industry, which reached its height here in the three decades, 1860-1890. Onions were taken to the docks by horse team. Following that period and lasting to the present came the era of market gardens and dairies. The output of these is largely absorbed by local markets and distribution is by motor truck. Much of the acreage formerly used for onions and other farm crops is now planted with suburban homes.

Boats a hundred years ago furnished the connecting link between the farmer and his market. If we could have stepped aboard one of these craft as it was leaving the Saugatuck River for New York in April or May of the 1830s, we should probably have found her loaded like this: in the hold, some two hundred bushels of oats, ten or twenty bags of rye flour, one hundred and fifty tubs of butter (averaging about twelve pounds each), ten barrels of eggs, fifty or more boxes of hats, boxes of combs, boxes of axes, and a great many bundles of unknown content. On deck there would be five or ten calves, and in the cabin or on the quarter deck ten or fifteen passengers. On the boat's return we should have found bales of mackerel, a few barrels of wheat flour, molasses, sugar, several hogsheads of rum, pipes of brandy and barrels of gin for the grocers, barrels of logwood for the hatters and dry goods boxes for the farmers' wives.

Agriculture was profitable hereabouts during those decades when onion growing reached its peak. The Southport White, Yellow and Red Globe Onions were developed in this vicinity. They were in great demand and brought a good price—as much as ten dollars a barrel in the New York market for selected white varieties and from one dollar fifty up for the red and yellow. Labor was furnished largely by immigrants

imported from New York and boarded by their employers. Ox or work-horse teams supplied the power. That there was considerable rivalry between owners is shown by the fact that at the Norwalk Fair of 1880 a string of thirty-five pairs of yoked cattle was exhibited by the Greens Farms Farmers' Club. It is interesting to note that today there is but one pair of oxen in the entire township.

The farmers were progressive. The Greens Farms Club was active for more than sixty years, covering a wide range of subjects. Wheel hoes and drills were designed and manufactured here to meet increasing needs.

Probably the two outstanding farms in this period were those of Talcott B. and Henry B. Wakeman, lying on opposite sides of the shore road. In December, 1881, Mr. T. B. Wakeman reported as follows on his season's operations: Expenses—for help on the farm, $1800; estimated board for hired men, $1050; for help in the house, $200; for seed, $450; for fertilizer, $805; for packing fruit, $150; feed bought, $200; for his own time, $2000; for incidentals, $200; a total of $6855. Sales—radishes, spinach, etc., $554; currants, strawberries, grapes, peas, etc., $2612; potatoes, $467; onions, $2853 (955 barrels); nursery stock, $600; total sales up to the time of the report, $6786. On hand for sale at the time of the report: white onions, $2800; red onions, $2875; hay, $300; potatoes, $300. This makes a grand total of $13,061 for produce sold and to be sold, or a paper profit of $6206 over and above expenses which included $2000 for the owner's time—a nice showing. He also had about 80 tons of salt hay and 100 pounds of onion seed, the value of which was not estimated.

Agriculture here underwent a great change about the beginning of the present century. Onion growing died out. Market gardening for the local trade took its place, and farm property began to be valued not according to what it could produce in crops but by what the city dweller would pay. If high or near a stream, stony or wooded pastures became worth more than fertile, well-tilled fields. Thus Westport, a community of farms from the time of its settlement, is being converted into a suburban town.

SCHOOLS

THERE is such a wealth of material concerning the history of the Westport schools that it is hard to condense it into the short space allowed for this article. We will, therefore, confine ourselves to a review of some of the most interesting facts in the Westport school history of the last century.

It is recorded that the first school was started in 1703, probably in the section in Green's Farms where the boulder now stands. Records show that another school was built in 1740, which stood for fifty years. All the early schools were under the jurisdiction of the parish society of Green's Farms.

In 1835 we find the town divided into school districts as follows:

Green's Farms, Compo, East Saugatuck, West Saugatuck, East Long Lots, West Long Lots, Coleytown, Poplar Plains, Cross Highway and in 1852, mention is made of a schoolhouse having been built in South Saugatuck.

The early schools were often placed on the roadside, on ground unfit for cultivation. The inside arrangement of these early school rooms was similar in each case.

The slanting desks and slab benches for the use of the older children, with benches in the middle of the room for the little ones, and a desk for the teacher comprised the furniture in the old schoolhouse. The scholars sat facing the windows, and when lesson time came they simply turned out and faced the teacher, still occupying their seats. For reading, each pupil stood up when his turn came. When the hour came for writing, those not in that class were required to sit on the small benches while the others occupied every available seat at the desks. The copy was set by the teacher, who mended the quill pens for the children. Later, when the boys could use their jack-knives handily, they could wait on themselves.

School began promptly at 9:00 o'clock and closed at 12:00 for an hour at noon, and the school was dismissed promptly at 4:00. Mr. Coley says that when he was a teacher in Coley-

town he was so prompt about dismissing school that the neighbors used to watch and set their clocks by it.

The school year was originally divided into two terms, from the middle of October to the 1st of April being the winter term. Then there was a vacation of from one to three weeks, and from the end of that vacation to the 1st of October was the summer term. A male teacher was generally employed to teach the winter school and a female for the summer, at a salary $5.00 less than was paid to the male teacher. Thanksgiving and Friday or Saturday following, in some districts New Years, in others Christmas, Fast Days and the Fourth of July, were the holidays. The minister, the family doctor, and one other man more or less prominent in town affairs were the school board. It was easy enough to procure a certificate. In many cases examinations were entirely dispensed with. The teachers boarded around in the early days, staying from one to six weeks in a place.

In the early years of this century school was kept all day Saturday. In 1844 the greater number of the districts employed a teacher for five and a half days a week. The teachers seemed to teach according to their own inclination. Sometimes they would keep school all day one Saturday, and then the following Saturday would be a holiday.

It was not until 1872 that the long summer vacation was allowed to the schools.

Daboll's Arithmetic is a name as familiar in the homes of those scholars of by-gone days as the Bible. Reading, 'Riting and 'Rithmetic were the three mighty R's in those days, and quill pens, box stoves, gads, rulers and ferules are school furniture which belonged to the past generation. But what of the strong men and women who attended these district schools? Were they not men and women to be proud of, and did they not acquire some of their strength of mind and body in these old buildings, even if they were not air-tight or properly heated?

Cross Highway was the first district to have outline maps, and the first to have a library, both of which were donated by Mr. Ketchum about 1860. At that time this school was the best-equipped school in the town.

It was in 1845 that Westport took over the supervision of all the schools in the town. Previous to this time Green's Farms, and East and West Long Lots had been under the supervision of the Church Society.

There have been many private schools in Westport since the early days, prominent among them being The Adams Academy, opened in 1830 and taught by Ebenezer B. Adams from 1837 to 1867, during which time he had 653 pupils. The Academy building was given to the district for a public schoolhouse about 1883 by Robert Martin. Then there was Mr. Richard's Willow Tree Seminary, Miss Leavenworth's School, Rev. Mr. Coley's Boarding and Day School, and the schools of the Misses Gray and the Misses Downes and many other private schools.

Horace Staples of Westport conceived the idea of a school for higher education in Westport. The Staples High School was the result. He built it and endowed it. It was opened in 1885. At first the students paid tuition, but later it became a free high school. The present governor, Wilbur L. Cross, was a former principal. The school has been of inestimable value to the youth of our town, giving to many of them the advantages of higher education which otherwise would not have been theirs.

In 1902 the Town Committee was instructed to purchase text books and necessary supplies required by children in public schools; said books to remain the property of the town, and to be loaned to the pupils.

The enumeration of the pupils at this time was 853. Ten years later the enumeration was 1052.

In 1914 the town of Westport voted the consolidation of the district schools and in 1916 the town voted to put an addition on Bridge Street School, which was badly overcrowded. These were the first steps toward the thoroughly modern system of education which we are now enjoying.

In 1917 the town voted to build a new school on Myrtle Avenue, thus providing for the children of East and West Saugatuck, Cross Highway, Poplar Plains and Coleytown. Edward T. Bedford gave a very substantial sum toward the building of this school, which was named the Bedford Elemen-

tary School. In 1929 a number of rooms, including an auditorium, were added.

In 1925, Mr. Bedford's generosity was again expressed in helping to build the new Green's Farms School. This school consolidated East and West Long Lots and the lower Green's Farms four-room school.

In 1926 the Bedford Junior High School was opened. This school housed the 7th, 8th and 9th grades.

The closing of the district schools necessitated bus transportation for the outlying districts.

It was found, in 1930, that the Bridge Street School was inadequate to accommodate the children of that district. As a result a large up-to-date building was erected, and the name changed to Saugatuck Elementary School.

Since 1903, eleven superintendents have given their services to our town. For several years Fairfield and Westport combined in engaging the superintendent.

This brings us up to the present. Let us pause for a moment to make a comparison between the schools of the olden times and the schools of today with our enumeration of over 1500. Think of the small, poorly ventilated, poorly lighted, poorly heated class rooms where one teacher taught perhaps sixty children, in a room having from four to eight grades; and in contrast think of our bright, sunny, well-ventilated, well-heated class rooms of today where a teacher has one grade with an average of thirty to thirty-five pupils.

In our modern, up-to-date schools we have an auditorium, where the children have the opportunity of gaining poise and self-confidence in appearing before the public. The children enjoy these assembly programs. How different was the feeling of the children in the olden days when they had to "speak a piece" on the platform.

The present-day children have the benefit of supervision in Art, Music, Physical Education and Domestic Science. The idea of supervision was unheard of in the old days. There are cafeterias in each school providing warm lunches. Milk is available to all the pupils who desire it. Compare this with the cold lunches the children carried long ago.

Every school has its library with interesting books available to all the pupils.

Bus transportation is provided for all children living more than a mile from the school. In contrast, think of the long walk some of the children had years ago.

Nowadays, the children have the frequent, sympathetic and understanding visits of the superintendent. The children feel that he is their friend, and they feel that they know him personally. In the olden days the school visitors appeared but several times a year. The children did not know them personally, and sometimes stood in awe of them.

The health of the children nowadays is safeguarded in all possible ways. A school nurse is on full-time duty. It is her aim to have as few absences as possible due to illness. With this idea in mind, the nurse inspects the children in all schools as frequently as she can, by rapid class inspection, excluding any child showing signs of contagion. These excluded children are followed up by home visits. Preventive measures are taken whenever possible. Opportunities have been given for immunization against diphtheria, vaccination, and chest X-ray for early diagnosis of tuberculosis. Eye tests are given to every child in Westport each year. By means of the audiometer hearing tests are also given annually.

The teeth of the children are well taken care of by a dental hygienist who divides her time between the three elementary schools.

Due to the thoughtful generosity of the Woman's Town Improvement Association, a Dental Clinic is available to the school children of Westport. This Dental Clinic has been of great benefit to the Westport children.

It can be seen that big strides have been made in safeguarding the health of the children during the last century.

The Westport School System is managed by the School Board. This board consists of three elected members.

The present enumeration in Westport schools is 1580. These children are enrolled in five different schools. The teaching staff is made up of a superintendent and 64 teachers. Could we but see the list of teachers who had ever taught in

Westport it would be a long, long one. In the olden days before the schools were consolidated, each school district was independent of the other district. Each district was proud to record the names of all teachers who served in the district, and rightly so. Full praise and respect to all those teachers of the past who did such a good piece of work in educating the youth of Westport. They did not have the facilities that we have now, yet who can deny that they did a splendid job of education.

Some of these superintendents were also principals of the High School. They all gave their best to Westport and then went to other places to continue their life work— some to Massachusetts, some to New York and some to other places in our own State.

From this brief review of Westport's school history it can readily be seen that great progress has been made along educational lines in our town. The School Board, Superintendent, principals and teachers are trying to give to Westport the very best educational advantages in their power.

SHIPS AND SAILORMEN

THE next time you walk across the State Street bridge pause and turn your mind back to the middle of the last century—that is, if you have sufficient power of concentration to shut out the clang of the trolleys, the backfiring of the buses, the grinding of the trucks, and the shrilling of Harvey Allen's police whistle as he straightens out a traffic jam in the bottleneck at the entrance to Main Street.

But if you have the power of concentration, you will find yourself standing in a very different scene. You are on the old wooden bridge. A pair of oxen sways across, drawing a load of produce for shipment to New York. From the shipyard just above comes the tapping of calking mallets and the smell of tarred cordage. A little further up on the east side of the river (where the Esso and Socony gasoline stations now stand) a schooner is docked at the coal yard discharging cargo. On

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the west side, just below the bridge (where the outside stairway leads up to what is now an apartment) the sloop C. H. Phillips, Peter Bulkley, captain, is taking on a load from the warehouse. A sail appears down river. It is a sloop—we can't make her out yet—beating her way up on the tide to the Jessup docks and warehouses below the river on the east side.

Very few of the younger generation realize that Westport was once something of a shipping center. The Saugatuck River was navigable, it is claimed, further up from the Sound than any other stream in Fairfield County. Early shipping had free passage from Bluff Point to Edge Hill, where there were warehouses, and to the shipyard, where the library is now located. There was another shipyard where the Punzelt house now stands at 530 Riverside Avenue. The schooners Sara B. Bulkley and Francis Burritt were built there. There was a third shipyard at Saugatuck, just above the carriage bridge on the west side.

The market boat business appears to have been prosperous. It began about 1806. Rowland and Barlow, and Captain Samuel Pearsall built a vessel called the Pedler for this trade. It made weekly trips to and from New York and carried anything which might offer. They sold the merchandise on a commission of eight per cent. Passengers paid fifty cents each.

In 1814, L. T. and S. E. Downs bought the sloop Diana for the coastwise trade, and built the Intrepid the next year. In 1817 G. Bradley & Co. built the Iris. Cargoes, before the railroad, came to Westport docks, even from New Milford, Newtown, Danbury and Bethel.

After the middle of the century, Captain Sereno Allen, with his brother Charles, and his father Charles, had the sloop Emily in the coasting trade. Later they had the Francis Burritt, then the propeller Sarah A. Thorpe and the steam canalboats Stranger and the Chauncey M. Depew. Captain John Bulkley and his brother, Captain Peter, each had a schooner in the onion trade. They docked above the bridge. Captain Ebenezer Allen ran the schooner, Henry Remsen, from the Saugatuck dock. The brig, Atlantic, was built by the Coleys for Beattie and Richmond's West Indies trade, and a large

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sloop, Sally, was built by Captain Stephen Thorpe for the same purpose.

Among the deep-water men in the very early days before the Revolutionary War was Edward Jessup of Green's Farms. In the first half of the next century came John Hyde Coley, Aaron Burr Coley, Henry Pierson Burr, William Staples, William Guyer, the Fairchild brothers, Charles Godfrey, Captain Maltbie Allen, the Sherwood triplets, and many others.

The Sherwood triplets are colorful—Francis, Frederick and Franklin. They were the youngest of a family of ten children. at the age of sixteen, they went to sea in separate vessels. Each became the captain of a ship. Captain Francis was shipwrecked in the brig Ashley in 1842 and won high praise from his passengers for their safe rescue. In 1847 it was he, with the ship Carolina, who carried to New Orleans on their way to Washington General Scott's dispatches announcing the surrender of Mexico City and Santa Ana. Captain Frederick, in the ship Skylight, went six times around Cape Horn to California. Captain Franklin was engaged in the coasting trade, but knew the distant ports of Europe, China and the East.

Throughout their lives the Sherwood triplets retained their startling resemblance to each other. Full of Yankee humor, they took great joy in playing on this likeness. Once, when all of them happened to be in Charleston, S. C., at the same time they worked a joke on a negro barber. One went into the shop and was shaved. Fifteen minutes after he had left another of the triplets entered and demanded a good shave. The barber's eyes popped, but he managed to comment on the fastest-growing beard he had ever encountered. He shaved his man. Fifteen minutes later, when the third triplet entered with a growth of beard, the barber fled, shrieking that he was hoodooed.

This brief sketch gives a hint of a fascinating chapter in the life of the town, and in the hope that before it is too late, someone will devote an entire volume to the boats which sailed down the river and out to sea, and to the Westport sailormen who manned them.

PHYSICIANS

TO PUT in words the accomplishments of Westport's physicians is a difficult matter. Their influence on the town has been large; it has been continuous. But it has been subtle.

It can be accepted that they have done their best to protect the townspeople from errors of drinking, eating, too much work and not enough, as well as from those unavoidable things which thrust themselves into life to make it miserable. They functioned as a welcoming committee for the new arrivals and have eased the parting of the soul and body as best they could. They have acted as counselors to the ones who confided their many sorrows to the doctors' ready sympathy, and have received in return knowledge of ways to lighten the burden of mental, moral or physical misery. Most of the good things that they did have lived only in the minds of the recipient. Physicians are a court of first resort and more problems are settled in their offices, by advice and silence, than ever come to the law courts.

When Westport became a town medicine was being as conscientiously practised as it is today. Although limited in their opportunities, the doctors were keen observers and students, giving all they had to their profession; if it were not for these men who carried the torch and passed it on in full flame, medicine would not be where it is today.

In the early days hospitals were few, surgical instruments crude, anesthetic unknown (a bullet to bite on during an operation). In the last hundred years much has been gained in our knowledge of disease, medicine and its application. Many aids have arisen: chemistry, bacteriology, electricity, photography for diagnosis and treatment. Surgery has advanced faster than medicine and has ventured with success into almost every part of the human body.

What medicine has done for Westport does not show in monuments but in the appreciation of the thoughtful toward the physician as a necessary cog in the machinery of the town.

The first physician of Westport was Dr. David Richmond, who later had a partner, Dr. Talcott Banks.

Then came Dr. George Blackman (he married a daughter of Dr. Richmond and lived on the north east corner of Compo Street; a few of the older members of the town still remember him); and after him the following: Dr. George B. Bouton (1867), Dr. William Badger, Dr. Justus Sherwood, Dr. George W. Rubey (1868), Dr. Charles S. Roberts (1869), Dr. R. C. M. Page (1873), Dr. William A. Lockwood, Dr. Frederick Powers (1875), Dr. C. H. Osborn (1879), Dr. J. W. Fife (1882), Dr. L. T. Day (1883), Dr. Frederick Ruland (1893), Dr. J. M. Nolan (1897), Dr. D. F. McFarland (1903), Dr. D. Stuart Sherwood (1904), Dr. Albert E. Kyte (1908), Dr. Frank L. McLaury (1912), Dr. John Moore (1918), Dr. Brooke DeForest Norwood (1919), Dr. W. R. Munson* (1920), Dr. W. F. O'Connel* (1922), Dr. H. S. Phillips* (1924), Dr. Louis H. Wheeler* (1929), Dr. David Ellrich* (1931), Dr. C. W. Gillette* (1932), Dr. W. O. Morgan* (1933).

WESTPORT'S CENTENARY marks the twentieth year of Red Cross service in Westport. The first work was started by a Red Cross committee in 1915; this gradually increased until finally in 1917 the Red Cross Chapter received its Charter.

The quiet, confidential help of the Westport Red Cross Chapter has been truly a blessing to many people who have been given courage and means to carry on by this society. The Red Cross reaches those at home and those afar.

The Westport Junior Red Cross, younger than the Westport Chapter, has faithfully carried out its motto, "I Serve." The Junior Red Cross unites the children of Westport in common service to others in our town, and it unites them in fellowship with the children of the United States and foreign countries.

Through its past service the American National Red Cross in Westport has played an important part in the history of the town. In the future many others will be served and made to feel more secure and happier through the presence of the Westport Chapter.

*Carrying on.

INDUSTRIES

THE history of Industry in Westport begins with Home Industries. In Colonial times and later nearly every house in village or country was a manufactory and nearly every woman, young or old, an operative. He was a poor farmer who did not raise sufficient flax to make all the linen goods required for the use of his family, and a poor man, farmer, mechanic or laborer who did not own sheep. In clear dry weather in February or early March, you could scarcely pass a farmer's barn without seeing a man hard at work on a coarse-looking instrument called a **crackle** breaking flax to separate the woody part from the fibre, and another man twirling a wheel with five arms to chaw the flax from what was called the shives. In the house, you would see in one corner of a wide, old-fashioned fireplace a young lady sitting at what was called a double wheel, spinning thread; in the other corner an elderly lady with two cards in her hands preparing the tow hatcheled from the flax for a different kind of wheel called a **great** wheel, exercise upon which was frequently prescribed by old physicians as conducive to the health of young girls.

By the first of June, the spinning of flax and tow being completed, came the spinning of wool, which was continued most of the balance of the year.

In every fourth or fifth house in a small room or chamber fitted up for the purpose, would be found a loom with a young lady weaving thread or woolen yarn. In this way and from these domestic manufacturies, nearly all the cloths for wearing apparel of both males and females, as well as bed clothing and many other purposes, were obtained.

And so far from employments of this kind being considered mean or vulgar, a young woman could have no better recommendations for matrimony than the great number of pairs of sheets, pillow cases and blankets she could show of her own spinning and weaving.

But the beginnings of invention that was eventually to replace this simple economy with the modern factory system were evident from the words of an old chronicler:

"In 1805, the first carding machine (probably in the country) was set up in a small building by one Josh Scribner, which caused quite an excitement for miles around. It was a great curiosity and people came from many miles around to see it. It would do the work of twenty women and make better rolls and was indeed considered wonderful."

An important factor in the life of these early communities was the mill—driven by a waterfall or by the tides.

The old mill, in its best days and fullest efficiency, was a combination saw, grist and flouring mill. Built beside and often literally upon a stream of some cunningly selected site where dam, flume and raceway could be most easily constructed, it filled a highly important place in the early scheme of existence; and when a mill was started the settlers gave untiringly of time and labor in order that these mills might become sufficiently numerous to enable every resident to be served without excessive travel.

The log-sawing department of the old-time mill was an exceedingly crude affair with the old-fashioned vertical up-and-down saw slowly cutting its way through oak, chestnut and pine logs brought in with infinite toil by farmers who must have boards and planks for farm use; and as a large amount of shipping was done by small vessels (many of which were built along the shores of the Sound), much of this lumber was used in their construction. Also a large amount was shipped to England, as her supply was becoming exhausted and she was very jealous of our supply of white oak and pine. In some of the early Royal Colonial grants all white pine timber above two inches in diameter was reserved by the Crown for use in the Royal Navy.

Grinding was an important function in these early times. The mill stones used for this were very expensive, as they had to be imported from France.

The farmer of those days raised his own grain, corn to be cracked for chicken feed or to be ground, cob and all, for cattle, corn and oats ground together for horses and corn to be turned into yellow meal for johnny cakes and hasty puddings. Buckwheat made into flour for the winter's supply of

pancakes. Rye and wheat to be floured for bread-making. All of these were grists for the old-time mill.

The forehanded farmer always had a grist at the mill, bringing a new supply when he came for the old.

The mill was a famous meeting-place during the long winter months, and also afforded employment to those without work.

At the customer's option, the miller took toll from unground grain or made a cash charge for grinding.

THE TIDE MILL AT COMPO

In 1703 one Mr. Whitney was granted the right to build a tide mill at Compo Creek, but since he failed to carry out his plans, the right was re-granted to Thomas Oakley. Mr. Oakley sold out to John Cable, who built the mill.

Later the Sherwoods acquired the property and, when it burned towards the end of the 18th century, they rebuilt it in improved fashion, also erecting sluice gates and a good breakwater. They cut their timbers in their own forests and hewed them out by hand.

The Compo tide mill under the Sherwoods made a specialty of grinding kiln-dried corn for shipment to the West Indies. There was also a cooper shop for the making of barrels, which were loaded into ships that docked right at the mill.

THE NASH MILL ON KINGSHIGHWAY

This corn mill was owned by the great-grandfather of Edward Nash as early as 1814, and was there before that time.

In this grist mill grain for feed and flour was ground. The corn kiln was done away with many years ago and moved up to the Fred Nash residence on Kingshighway. The small structure is a part of the house now and the large ovens used for baking the corn are still there.

MILLS ALONG ASPETUCK AND SAUGATUCK RIVERS

History relates that large quantities of grain of all kinds was prepared for the use of the army by mills on the Saugatuck and Aspetuck rivers, but with the Hessian soldiers of the Revolution was imported the Hessian fly, a scourge which

caused many of the smaller mills to be closed and some of the larger ones to be used for other purposes. Among some of the latter in Weston were Coley's mill—in early Colonial days a grist mill but later as a foundry and machine shop did a flourishing business for years.

Bradley's Mill—a sawmill, a plaster mill, a widely-known axe and tool factory.

Another old grist mill was located in what is now known as the Gorge.

Merwin's Mill on the Aspetuck was another Colonial mill in Weston, and was for many years operated by a descendant of the famous Perry family of millers. This mill at one time made a specialty of grinding buckwheat and operated day and night to supply the demand of the New York market.

THE LEES MANUFACTURING COMPANY

Founded in 1814 (this company passed its 121st anniversary in January of this year) by one John Lees, the directing head of the company today is John A. Lees of the fourth generation from the founder.

The chief products of the concern are Tinsel Ribbon Cords, Fringes, Ribbons, Boucle, Seine Twines, Candle Wicks and all varieties of Cotton Twines and Cords put up in skeins, balls, cones and tubes.

The New York offices are at 257 Fourth Avenue. The Lees family has always owned control of the company.

R. WAKEMAN & SON

Manufacturers of Mattresses and Cushions

The mattress business was bought from the Lees' Manufacturing Company in 1862 by Rufus Wakeman and was the first mattress factory in the State of Connecticut. It was situated on Canal Street, where the bridge now is, across from Dailey's store, and was run by water power. Later the business was moved to Sautatuck in its present location to save cartage and freight.

In 1887 the factory was destroyed by fire and a new factory was built and is still standing and doing business today.

Rufus Wakeman continued to run the business until his death, when his son, Judge Austin Wakeman, took it over.

The Wakemans are noted for making church and yacht cushions and a great many New England churches have Wakeman's cushions.

The Wakeman's Curled Cotton Mattress was patented and had quite a run for a good many years. Later they manufactured curled hair, felt and silk floss or kapok mattresses. The inner spring mattress has now become quite the latest in mattresses and is manufactured here also.

THE WESTPORT MILL OF THE DORR FAMILY

On the road to Weston, a mile and a half from Westport Center, is a mill pond and dam where the Saugatuck and Aspetuck rivers meet.

This site has been the site of small industry since about 1800.

In 1917 J. V. N. Dorr purchased the old mill, dam, and thirty acres of land. After extensive renovation, he established here a Research and Testing Laboratory to serve the needs of his world-wide engineering organization, The Dorr Company.

Here gold, silver and copper ores from all parts of the world are tested; new chemical processes are worked out; tests and experiments carried on with the purification of sewage trade wastes and municipal water supplies.

The technical staff have gradually settled in Westport and become prominent and influential citizens.

THE EMBALMERS' SUPPLY CO.

The Embalmers' Supply Co., the largest house of its kind in the United States, was started by the late C. B. Dolge in Brooklyn in 1887. It was moved to Westport in 1891. Its materials are shipped to all parts of the civilized world from Westport, or from the Embalmers' Supply Co. of Canada, which supplies the British Empire. Research is a fundamental of the company's operation. This has resulted in greatly improved products.

C. B. DOLGE CO.

The C. B. Dolge Co., of Wilton Road, was incorporated in Connecticut in 1909. Its products are for the promotion of health and sanitary conditions in buildings, and also for ground maintenance. It manufactures cleaners, disinfectants, deodorants, fungicides, chemical weed killers and rodent destroyers. It serves municipal institutions, schools, churches, country clubs, and private buildings and estates. It does business over the entire eastern half of the United States and employs 40 salesmen and about 60 workers in its factory.

THE ART EXTENSION PRESS INC.

The Art Extension Press makes, at its establishment in Westport, small color reproductions of famous paintings for art study and reference. Artext Prints, averaging in size 8x10 inches, are acquired by libraries, collectors and students; and Artext Juniors, averaging in size 2½x3½ inches, are supplied for students' notebooks. Additional color reproductions are imported from England, France and Germany.

THE FORGES

About 10 years ago A. F. Lindwall settled in Westport and his fame as a skilful worker in iron soon spread abroad. Most of the finest homes in this and neighboring towns boast of hinges, lamps, firescreens or other product of his handiwork.

Some years later, his son, A. W. Lindwall, took over the artistic ironwork cut-outs of the Grindstone Hill Forge, an enterprise started by the versatile Mrs. John Held, Jr.

In 1933 Robert Treat, a draughtsman and designer, established a forge for the working out of his ideas in metal.

Thus it appears that Westport, with its traditions of literary and artistic skill, may well become the center of a third art that combines originality and delicacy of design with cunning handicraft.

Certainly no visitor to this section of the State should pass through this town without at least examining the products of these master-craftsmen.

LOUIS B. SAMETZ, INC.

Louis B. Sametz, Inc., has operated since 1923 in the building formerly occupied by the Atlantic Starch Works. The company manufactures a great variety of celluloid products, including table-tennis (ping-pong) balls, letters for signs, parts of toys, balls for shooting galleries, pin-wheels and anesthetic masks. It makes about 60% of the better grade table-tennis balls used in this country. The company employs 40 workers.

THE CONNECTICUT DISTILLERIES INC.

Established since the passing of prohibition, by Louis S. Ritter, a well-known citizen of Westport, this company makes cider from apples grown in Westport and nearby towns, then distills the same to produce a superior quality of apple brandy.

With a neat and modern plant, occupying the original site of the Nash Cider Mill, it holds No. 1 License for distilleries in the State of Connecticut and finds a ready market for its product.

THE ATLANTIC STARCH WORKS

The Atlantic Starch Works, at one time located on Riverside Avenue, came to Westport from Brooklyn in 1891 and ran their business at the same location till 1918, when the work was discontinued. (Mr. M. H. Cooley came to the town with the business and was in charge of it for the duration of its stay here.)

THE BUTTON SHOP

The brick factory near the railway station at Saugatuck was originally used in the manufacture of ironwork for railway cars. This use was discontinued in the late fifties or early sixties.

In the later sixties a button manufacturing business, founded at Naugatuck, Conn., in 1837, by Elonzo S. and Jonathan E. Wheeler was moved into this factory and later incorporated as the Saugatuck Manufacturing Company.

THE SPOOL FACTORY

Prior to the four-tracking of the New Haven Railroad, there stood a large brick factory building south of the railroad and near the river. There was also a wooden pier on the river bank at which large vessels could lie, as the water at that time was deep.

This factory was at some time used for the manufacture of rubber reinforcements used in railway car springs, but was vacant in 1870 and used only for strawberry festivals at that time.

In the late seventies this factory was used by the Willimantic Thread Company for the manufacture of spools. The timber used was birch, which came in bundles similar to lath. These were stored in outdoor sheds and were splendid material for play houses.

THE WESTPORT PAPER COMPANY

This company owns a large brick factory, power plant and extensive river-front and docks on the Saugatuck River and along Stony Creek.

It was founded in 1890 by James D. Pickles of Manchester, Conn., who was its first president. Mr. Robert W. Post, long a prominent resident of Westport, succeeded Mr. Pickles as president and general manager.

The business consisted of the manufacture of binder's box board and various paper specialties.

KEMPER'S TANNERY

This tannery, the buildings of which are now occupied by the Nash Storage Warehouse, was founded by Charles Kemper in 1835. From a small enterprise conducted in a single wooden building it was built up to a substantial industry by the energy of its founder and his son, Charles H. Kemper. The present substantial brick structure was built in 1893 and greatly enlarged in 1913.

The chief lines of work were the tanning of hatters' leather, suitcase linings, satchel linings, etc. At one time more than one hundred men were continually employed.

THE LIBRARY

THE Westport Public Library is an INSTITUTION. Rarely in towns of similar size do libraries grow to such a position of importance; that it has happened here is due largely to the efforts of the present librarian, Mrs. Edith Very Sherwood, and her appreciation of the proper functions of her establishment in the uncommon conditions existing in this community. For we find here not only the ordinary demands on a library, but also there must be met the requirements of an unusual company. Not only must be fulfilled the needs of all those looking for reading matter, frivolous or profound, as the case may be, but also painters, etchers, sculptors, poets, educators, scientists and fiction writers must be furnished the source material they seek. The satisfaction of this diverse population is always paramount in the thoughts and endeavors of The Librarian and her staff. That an astonishing amount has been accomplished in a very short time is shown by the record.

On February 4, 1886—only 49 years ago—the Westport Reading Room and Library Association was organized. The charter was granted by the State in 1893. Townspeople contributed books, magazines, newspapers and some money to the original reading room established on the second floor of the Hurlbutt block on State Street (opposite the present library structure). This was open every evening after supper except Sunday; books could be taken out only on Tuesdays and Fridays. There were not enough volumes to allow more liberal rules.

Mrs. Frances A. Gray was the first librarian, serving without pay. The initial business meeting reported 82 memberships at one dollar each. At the end of the first year 962 volumes had been loaned to meet the wants of 146 members.

Ten years later the circulation was only 1513, but the total number of books had increased to 1748. More were needed. So the Westport Dramatic Club, the Musical Society, the

Chess Club and others gave benefits for the library fund. Where in the first year the budget stopped at $150, by 1897 it was $1389.

Then things moved ahead. The library outgrew its second-floor quarters. A. S. Hurlbutt offered the ground floor space next the Saugatuck River for $10 a month with a rebate of $4 at the end of three months. A building fund was started which by 1907 amounted to $6000.

So much momentum having been gained, results were cumulative. In 1908 a member of a pioneer Westport family—Morris K. Jessup—presented the present brick and stone structure. The $6000, gathered over a period of years, was thus released from its original purpose and converted into a book-buying fund. A new body was formed—the Westport Library Association. Its incorporators were: William H. Burr, president; W. L. Taylor, William E. Nash, J. G. Hyatt, D. B. Bradley, Ambrose Hurlbutt, W. H. Saxton, E. T. Bedford, Dr. Henry C. Eno, F. D. Ruland, F. M. Salmon and W. G. Staples. Recognition of the library became official. The town now offered to appropriate $1000 a year for operating expenses, three directors to be elected by the citizens to the executive committee.

Thus the library stands, a monument to far-sightedness in the past, but even more an example of what can be accomplished by a loyal staff aggressively eager to meet demands far beyond the realm of ordinary requirements. With such limited funds as are available, reading matter is kept up to date. The children's department is most widely used, under competent and understanding direction. Indeed it is more like a reading and discussion club than a formalized department. Source material for artists and writers of all the branches has been built up largely from contributions by the librarian and a few individuals. Scarcely a day now passes without a request by painter, sculptor, writer or other artist for data to render precise an uncertain impression. This branch of the library will grow increasingly important as those with filable source material give it, and those who seek it realize the reservoir at their disposal.

It is a long way from the second floor reading room of 1886 with its record of 962 volumes loaned during the year, to the report covering the period from September, 1933, to September, 1934. During this later span there was a circulation of 59,544 books, 629 new subscribers were added to make a total of about 2000, and attendance in the reading room was 8220. The boys' and girls' department itself loaned 13,025 books and magazines. New stacks have been installed.

The library's vigorous efforts have resulted in an increasing dependence on it by the community. The need is for more space, more opportunity to serve. There should be a proper place for exhibitions by Westport's artists.

There should be a proper place for exhibitions by Westport's artists. Where should they first be held if not here? The children's department, extra-curriculum school of the youngsters, desperately calls for augmenting. Source material for creative work should be greatly reinforced and should have fitting quarters for its assimilation. Reading material of all kinds must be kept abreast of the moving stream. It is doubtful if any town in Connecticut makes upon its library such concentrated demands as does Westport.

The present Board of Trustees: Edward C. Nash, President; John B. Morris, Vice-President; Sylvester M. Foster, Secretary; Joseph Adams, Treasurer. Fred B. Hubbell, Chairman, Executive Committee: W. G. Staples, F. M. Salmon, Austin Wakeman, Mrs. W. J. Wood, Sr., Mrs. Nevada Hitchcock, R. V. Coleman, George Wright. Morris L. Burr.

A CONNECTICUT GARDEN OF LONG AGO

I knew a garden once where larkspurs blue,
And fragrant mignonette and pansies gay,
And stately hollyhocks and lillies grew,
And tangled wild flowers in the early May—
A garden where the sunbeams danced all day,
Where breezes swayed the blossoms to and fro,
And tossed the lilac branches high in play,
And long, still shadows when the sun was low
Stole slowly o'er the garden that I used to know.

That garden was my childhood's fairyland
It is today my fondest memory.
No picture from a master-artist's hand
Can ever seem so beautiful to me
As that old-fashioned garden used to be—
The purple pansies with the dew all wet,
The bending branches of the lilac tree,
The shadows creeping soft—I see them yet,
And breathe again the fragrance of the mignonette.

CAROLINE S. BROWN.

WILD FLOWERS

TO A NATURE lover, one of the sources of greatest pleasure is to walk along the country roads, through the woods or green pastures, and meet and recognize friends along the way. These friends may be birds, trees, butterflies or flowers. It is of Westport's wild flowers that I would speak.

A great many different varieties of wild flowers can be found in our town. Some are quite showy, gorgeous in coloring and quite large in size, while others are quieter in color, with delicate markings and are hidden away in the woods or on sunny hillsides. Each season brings to our eyes the gorgeous coloring of some of the showy flowers. In Spring, what can equal the brilliance of the columbine, waving merrily in the breezes of some rocky hillside, or the golden splendor of the marsh marigolds adorning the banks of some gurgling brook?

Summer brings the butterfly weed. It is not as common as many of the other flowers, but it is very striking when it is found. In the Autumn we have the goldenrod, the deep purple of the ironweed and the paler magenta of the Joe-pye weed. Along any of our brooks, in Autumn, you must surely find the vivid scarlet of the Cardinal flower.

Besides these, there are countless smaller flowers which are all very beautiful when examined closely. I am thinking of the delicate spring beauty, the frail anemone, the bloodroot that lasts such a short time, the dainty violets and the "demure Quaker Ladies."

Just recently, I was privileged to see a list of wild flowers that were seen in Westport in 1835. The list numbered 21. There must surely have been more flowers in evidence at that time, but probably the collector's attention was attracted by something else and he did not continue his collection.

One year the writer and some friends kept a list of all wild flowers found in Westport during that year. The list numbered 262. The study of wild flowers is fascinating.

WESTPORT'S FEATHERED MINSTRELS

NATURE is one symphony of sound, but of all sounds, the songs of our birds are sweetest. In Westport, as in all other places, it is the early riser who hears the sweetest song and obtains the finest view of the feathered minstrels.

When winter lingers and faith is doubting, one may hear a robin call, or perchance a flock of bluebirds joyously greeting the early Spring sun, and hope springs anew. Soon the red-winged blackbird near the marshlands sings "O-gle-ee, o-gle-ee," while the meadowlark proclaims, "Spring-is-here, Spring-is-here." Then some fine warm day the quickly warbled "half-a-song" of Jenny Wren, busily engaged in Spring house-cleaning, perhaps alternating with the sweetly plaintive song of a pheobe, will bring a smile to your lips.

When the apple trees bloom, all day the Baltimore oriole carols as it feeds on hairy caterpillars among the blossoms. He may be interrupted by the warning call of a bluejay if it is about to rain or blow. A brown thrasher may be exploring a bush or brush pile with intent to build a home; and you may catch a glimpse of cedar waxwings among cedar or fruit trees. High up in a tall tree a pair of mourning doves may be softly cooing while they build their nest.

Then Summer is with us, bringing the thrush who carols his various notes from the top of a tall tree, the friendly catbird, least flycatcher, vireo, titmouse, goldfinch, cardinal, cowbird, chimney swifts, barn swallows, martins, and many kinds of sparrows and warblers.

With wings beating in quiet rhythm the white aigrette migrates from the southland to join the great blue heron, who may have been with us all Winter, stalking the marshlands, river and ponds, as do the black-crowned night heron and the bittern, searching for food. The night heron have a favorite roosting spot in some tall spruce trees near Westport's center. There they may be found in Winter and in Summer.

THE MINUTE MAN OF WESTPORT

The moon, the stars and the Minute Man
  Are guarding Compo Beach;
For the British troops are abroad tonight,
Preparing to land for tomorrow's fight
  With powder and ball for each.

Just off the point are the phantom ships—
  Each little boat with its load
Glides in and grounds on the gritty sand
With an eerie sound as the British land
  And march through Compo Road.

They march all night through the Westport hills,
  Nobody seems to hear;
For the men who march in the coats of red
Are men who for centuries have been dead,
  But their spirits are always near.

Nobody hears but the Minute Man—
  The flame in his heart is bright,
For he knows that the men of the phantom fleet
Are marching, marching on silent feet
  Through the still hours of the night.

They march all night through the Westport hills
  And just at the break of day
The Redcoats return to the sandy shore
To re-embark on the fleet once more,
  And silently melt away.

The stars fade out and the moon grows pale;
  The people who pass by
Think the Minute Man is a lifeless form—
But he lives and watches through calm and storm
  With a spirit that will not die.

ROBERT JORDAN

THE WARS

WESTPORT is Westport. It matters not at all that only for a hundred years has it been a political entity of that name. Soon after Fairfield was settled a few people drifted over here—following some grazing cows, we believe. The cows knew good land when they saw it and the people concurred. We presume the cows were independent. The first settlers certainly were. They bought the land from the Indians, they started their farms, and although technically still a part of Fairfield, there seems to have been apparent from the first a certain striving for liberty of development.

And when we come to describe "Westport in the Wars" we find that much of the color was in the early wars, when Westport wasn't Westport at all, but a part of Fairfield, Norwalk and Weston. The later conflicts were part of a regularized pattern. The government was established. There was no fear of invasion. Men went from here, fought gallantly and died for their country, but the danger to homes had retreated a good many miles since the days when defense was an intimate, personal thing, a thing calculated to hours and minutes and never-ending watchfulness.

So we shall speak of Westport in early days as though it were already set apart by that name. Critical historians may demur. History, however, is not just a matter of dates and dry-as-dust statistics. It lives. It is our farmer, sweat-soaked from the skin, clearing his land of stumps or leaving it to chase Indians or to fight Redcoats. It is the same man leaving his fields to the care of the younger or weaker while he follows Arnold through the hell of forcing batteaux towards Canada to strike at the source of his Indian-harassed existence. History is the daughter of Tradition and Changing Conditions.

Any town born in Colonial days survived by the nerve of men and the ability to drive their bodies through the inferno of strife, and arose like the Phoenix from the ashes of burned homes and ruined hopes, from the souls of strong men who died by violence.

There never was an Indian war in Westport's present area, but the fear was there and the necessity for being always on guard. The Pequots were finally beaten on our own side doorstep in Fairfield at the Great Swamp Fight of 1637. This opened up the territory for colonization, but that was not the end of the matter. There was butchery up and down the Connecticut valley and as near as our western Connecticut towns. For months at a time picket lines were kept intact to warn of trouble.

Since the red menace was largely due to moral and more substantial aid from the French in Canada, there was naturally evolved a plan to hit at the root of trouble. In 1709 and in the two succeeding years expeditions were organized against Canada. They were not very successful. The fear of Indians was still ever present.

But Indians weren't the only hazard. In 1740 England called on her American colonies for help in reducing the West Indies. Of one thousand men from New England not a hundred returned.

In 1745 again Connecticut and this section were called on for men, this time for the seige of Louisburg, that supposedly impregnable French fortress in Canada. The job was completed, but only with the loss of many men and an expense so heavy that the currency was seriously depleted. Ten years later this practically continuous warfare demanded men from here for an expedition against Crown Point. We lost Thomas Sherwood, Phineas Squire, Jethro Morehouse, David Hendricks and Abel Fountain.

By 1757 Connecticut's force in the field, which had started with a thousand men, amounted to more than six thousand. Warfare was continued the next two years at Louisburg which had been recaptured by the French. And then Quebec fell and Montreal in 1760.

It now seemed that at last the persistent warfare would cease, but we find that in 1762 Connecticut men — and men from here — had to help in building forts to secure the frontier, and that others were called upon to fight with the English at Havana. Finally in 1763 peace was signed

between England and France, an event which brought great joy to our section.

But not for long. England needed money. The Colonies were ordered to pay a series of oppressive taxes. They were angry and disappointed. There began to be significant events. A few days after the battles of Lexington and Concord, Connecticut men were on their way there, and the drain of man power and supplies had begun. By 1776 the Revolution was well under way. More than fifteen thousand troops had marched out of the State to Ticonderoga, Crown Point, New York, Long Island and Rhode Island.

In the winter of 1776 the British high command laid its plans to split the Colonies. Burgoyne was to come down from Canada and make a rendezvous at Albany with an expedition from New York which was to ascend the Hudson, destroying everything in its way. It failed to work. Burgoyne encountered more difficulty than he had anticipated; part of the British force in New York sailed to capture Philadelphia, and Clinton was afraid of his line of communication, especially from Connecticut on the east. It was decided to strike a blow which would be a lesson; and that was the origin of the famous Danbury raid on Stores gathered there for the Colonial troops.

A little before sunset on April 25, 1777, twenty-six British ships anchored off the mouth of the Saugatuck River and landed about two thousand men at Cedar (now Compo) Point. The cream of the British troops and their best leaders came from New York. The expedition was opposed from the time it landed, first by scattered groups of Colonials and then by larger bodies, this in spite of the fact, which was well known to the British, that the main bodies of Connecticut troops were engaged on other fronts. The British made Danbury the second day and they quartered their troops as though they intended to stay there. But they could not. The rapidly gathering opposition forced a hasty change of plan. They did destroy the stores which they had sought but their retreat, which began in an orderly manner, very nearly became a rout. They had to fight a pitched battle at Ridgefield. There they were held up by a barricade while the rest of the Colonials

gathered on the west side of the Saugatuck River, where the present Kings Highway bridge stands in Westport. Fortunately for the British a spy told them of the upper ford across the Saugatuck, which is still clearly visible off the River Road, and they crossed there, scooted down behind the gathered Colonials, and reached Compo Hill, where reinforcements from their ships saved them from certain capture.

This battle was not one of the major engagements of the war, but it was important. For one thing, an unorganized force of about 1200 Colonials succeeded in breaking up a British expedition consisting of at least 2500 of the King's best troops. Secondly, although the English did destroy the military stores in Danbury, they could not maintain at that point a force to protect the later line of communication up the Hudson River. This, without any question, was a partial cause of Clinton's hesitation in moving up the Hudson to join General Burgoyne, an irresolution which resulted in Burgoyne's defeat and surrender to Colonial troops at Saratoga. It is significant that never again during the Revolutionary War did raiding British troops from Long Island Sound move beyond sight of their ships.

There were more British raids from the Sound, resulting in the burning of Fairfield, Green's Farms, Norwalk and other more distant places, but a nightly coast patrol was carried on by our people and they did not take these raids without retaliation. Long Island was entirely British controlled. Soon after the Danbury raid a Colonial force crossed the Sound to Sag Harbor, burned twelve British vessels, a large quantity of stores, and took ninety prisoners, without the loss of one man—pretty good planning, when one considers that the British lost three hundred on the way to Danbury and back. In April, 1779, the English pulled a fast one. A boat with not more than ten Redcoats aboard, crossed to Fairfield and captured General Silliman, but our people here shortly returned the compliment by rowing across to Long Island, extracting one Judge Jones from the middle of a dance, and returning with him to Fairfield, where he was held until the English consented to exchange him for General Silliman.

Twice in November, 1780, and once in December, there were British raids on our coast and also several during the winter and following spring. We hate to write all these dates! But they go to show that there was never any comfort among our people who lived within striking distance of Long Island Sound. Most of their men were away serving in one American force or another, and the women and children left behind were never safe from sudden attack.

Peace was signed in 1782. The United States was at last an accomplished fact.

But there was not to be a lasting peace. The country had gained independence not yet respect. Seamen were impressed from our ships, six thousand of them before 1812.

Meanwhile New England had prospered. There was no great enthusiasm for a new conflict, especially since naval warfare seemed to hold no hopes for success. War was nevertheless declared. It was thought that Canada could be taken by land. Instead of operating, however, as Arnold had in the Revolutionary War from the east, it was decided to move through the Great Lakes, and this failed completely. That section fell entirely into British hands until Perry opened it up with a few ships and a great deal of courage. Hereabouts the English sailed up Long Island Sound in 1813, based on Block Island, and established a blockade which was in the main effective until the end of the war. This meant danger once more on the seacoast; patrols again and watch towers. Our people were always expecting attacks and always trying to be prepared. Trade was ruined. Nevertheless we again took our part in Connecticut's quota of almost twelve thousand men with the different American armies. The War of 1812 finally ended and since then no opposing force has blockaded our coast or even caused serious fear of invasion.

After thirty-six years of peace, there came the call for troops in 1848 for the war with Mexico. Connecticut furnished for that conflict some seven hundred officers and enlisted men, and our percentage of them was as usual high. The consequences of that brief affair did not, however, seriously affect this section beyond that point.

When, after the Fort Sumter episode, President Lincoln called for volunteers, Connecticut's quota was one regiment, but three were quickly formed. And we find on the muster roll of Westport many of the very same names that had appeared in similar circumstances since the early Indian wars. There was here no threat of invasion; but families suffered. The men left home, fought, were killed or wounded or returned, as luck would have it. But the principal thing is that they went as they had always gone on the call of duty. There was drilling on the green, and by many firesides stories of men returned on leave, thrilling to the youngsters and perhaps a little sad to those old enough to remember the sorrows of earlier conflicts.

Birge, Westport's own historian, gives a bit of color in that delightful book of his, "The Making of a Yankee Township." Mr. Birge was a youngster at the time and he describes through his own eyes one of those minor episodes which must forever thrill adventurous youth—the passing through Westport, over the bridge and up the hill, of a fully equipped regiment of artillery bound for the distant front. One can just see the young Birge standing beside the road, with his eyes popping, watching the guns, the uniformed troopers, and the horses straining up the grade after their clattering passage across the bridge. Incidentally, it was against these same guns that the "high tide of confederacy" broke on the ridge at Gettysburg, the second Connecticut light battery from Bridgeport.

There were in this State during the Civil War 80,000 voters; Connecticut sent 54,882 to the army, of whom more than 20,000 were casualties. Westport itself contributed two hundred and nineteen men to twenty-one regiments and our own casualty list numbered twenty-four. Westport was small then, too. Again it had not hesitated.

Nor did it in the World War. The storm center of this greatest of conflicts lay across other fields, but there was drama here and khaki in the streets. Boys left for the camps, came home on brief visits. The Home Guard patrolled the railroad lines. The Red Cross worked feverishly. Liberty Loan

drives were pushed through and funds were raised for the service organizations.

It was a busy period and it was filled with worry and painful uncertainty for those whose folk were with the colors. Two hundred and thirty-one men and seven women went from here. Seven were killed in action, others wounded. A number were awarded medals for gallantry.

And so up to date! Blood-kin of the first settlers have every few years drilled, fought, died. Their names are on the muster rolls and on the monuments. They struggled first for the actual, physical safety of their homes and then later for that aggregation of homes which is the nation.

Too much conflict! Too much blood! Too many wars! May we now find it possible to maintain an honorable peace, and particularly may we never have to fight again except for the absolute defense of our territory!

But if evil days do come and the bugles call assembly, men will go. New individuals will march, but many will bear the same old names as the Bankside farmers. And many will parade to the roll of the ghost drums in the Army of the Dead.

COLONIAL ROADS AND TRAILS

OUR earliest Colonial roads were rather hit or miss affairs, the pioneers being far too busy erecting houses and barns and getting their lands cleared and planted to spend much time on road-building. Generally they used Indian trails for any necessary travel to distant places; so, many of our erratic roads, when they tend to lead in any definite direction, are undoubtedly old Indian paths, the irregularity being accounted for by the perfectly understandable tendency to take the course of least resistance.

Although bridges were built at an early date, the first roads led to such points in the streams as were fordable. On the wider rivers ferries were operated.

It is interesting to speculate on the cause of roads having been built originally up both sides of our main streams. The reason must have been that they were tidal rivers for a considerable portion of their length. A traveller approaching the Saugatuck, for instance, in the days before bridges had been built might, at low tide, cross at the ford where the present King's Highway bridge is located. At a higher stage of the tide he could not cross there. He would be forced to go up river some two miles, and at extremely high tides even further. The later building of bridges did away with this tremendous inconvenience.

The earliest Post Road (now King's Highway) followed fairly closely the Pequot trail. The old Greens Farms Road is another probable Indian trail, as are Cross Highway, the Easton Road and the Ford Road. As to the north and south trails, it will perhaps be easier to visualize at least one of them by following a sort of personally conducted tour. Let us start at the corner of King's Highway and Treadwell Avenue, going east on Treadwell Avenue to Indian Hill Road, which was originally called Indian Field, taking the right turn there and following straight down that road to the west of the Dolge factory, past the old Potter or Sherwood place to where the road intersects with the Shore Road (now called Saugatuck Avenue), following that road to the shore. Another path leaves King's Highway just before one reaches Treadwell Avenue at a point near the new stone house of Mrs. Tarantino, follows closely a stream near the present Westport-Norwalk boundary for some distance, then joins Indian Hill Road near the Bradley residence at Charles Street. These are definitely known to have been Indian trails.

Another well-authenticated Indian trail started at the shore, followed the general direction of Compo Road up to and over Narrow Rocks Road (mentioned as the Great Rocks). At a point slightly east of where that road formed formerly a junction with Greens Farms Road at Compo Corner, it passed up over the hill to the west side of Belden's Pond, going directly behind the present Putney home, through the property of the late Dominick Nuzzo to that of Mr. Mansfield, where there

is an old Indian mortar, through Mr. Mansfield's property, Green Acres, through Hill's woods to a point back of Audley's garage. It then bore west to what is now East Main Street at the westerly side of the present Fenton place, along East Main and Whitney Streets to Roseville Road, through the woods to North Avenue and Cross Highway and probably on to the Aspetuck valley.

As early as 1650 an effort was made to improve the roads, but it was not until 1679 that we have any records of moment. It was then ordered by the court that the roads from plantation to plantation be reputed County Roads or King's Highways "and to so remain until the court see good reason to make alteration of the same." (Counties were established in 1666.) The inhabitants were required to work one day a year on the roads clearing brush and digging gutters of a sort. It was at that time that the road now known as King's Highway received its name.

In 1680 the boundaries of Fairfield (including at that time, of course, and for many years afterward much of the present Westport) were expressed by patent but "they could not guess the number of acres settled or unsettled, the country being mountainous, full of rocks, swamps, hills and vales." But in the same year the town committee bounded and staked the Long Lots, so-called, for final "divident" of all undivided lands, and it was upon these Long Lots that the descendants of the first settlers took up farms. There were eleven roads serving these Long Lots and five of them are now in the town of Westport.

These were called eleven o'clock roads, and for an interesting reason. Those in charge wanted them to run true north. They figured that in this longitude at the time of year in question the sun's shadow at eleven o'clock in the morning would lie true north. The long lots roads are as a matter of fact between 15 and 20 degrees west of north, but since today in this longitude the variation of the compass is between 12 and 13 degrees west of north the old surveyors were not so bad.

The twelfth road laid out at that time was described like this: "An highway running near the road beyond Maxumux

to Saugatuck bounde east with Simom Couch & on the West with the Norwalk Line. The South East side hath at the front a great Oak tree between said Couch and said Highway with a heap of stones." This is the Green's Farms Road.

The long lots highways ran back into the center of Redding. They were laid out straight and wide; but as they encountered obstacles they went around, and sometimes they were not very successful in picking up the same line again, as one can gather from traveling over them. In these days of the machine the obstacles of the past would mean nothing.

In 1644 there was laid out the route with which the twelfth highway connected. It forked from the road leading to Mill Plain across fields to the east of Sasqua Hill and ran below the hill along the west bank of Mill River until it crossed a stone bridge over Sasco Creek. It then wound west a short distance, crossed a second stone bridge over the same stream, then over the Sasco River to the grazing fields of Maximux.

In 1672 Compo Road is described as "the Great Highway that runs from the sea-beach up to ye rocks at ye little ponds (Round Pond) and the Stephen Wakeman Pond to run over the hill to ye Hazekee Meadow butting on ye rocks and over ye swamp to ye muddy creek and ye mere swamp and a highway running from ye swamp to Compo Creeks mouth."

It was not until 1685 that owing to great neglect of public highways a law was passed appointing surveyors duly sworn to clear the main roads of all sloughs, brush, trees and stones and keep them in good repair. They were fined if they did not function properly. In the old days, if a road was reasonably clear of stumps, windfalls and boulders, it was considered passable and acceptable. The farmers, accustomed to driving through rough pastures strewn with stones, were not particularly demanding. Not until almost the beginning of the present century were highways gravelled and graded.

Volumes could be written about Westport's roads and their development from the early trails to the speedways of today. These notes and comments must, however, suffice for the present purpose. But for the curious, much history may be traced on the accompanying map.

CONNECTICUT CANTER

Mount your horses and see the place;
A canter is such a pleasant pace,
With views to enjoy of fiction and fact—
An easy gallop, to be exact.
You can pause at the top of a praying hill,
Or draw your reins where the waters spill—
Count the boulders—but better to do,
See the customs of men as you ride through.

* * * * * *

When I was young, my children dear,
There wasn't such comfort as you know here.
Sheep were raised, and in bright sun
The fleecy wool was ably spun.
No butcher's wagon in the street—
We hung and exchanged our stores of meat.
No time for women to relax,
Garments were made of wool and flax.
The only light, I would reveal,
Was made of the spark of flint and steel . . .

With what a pleasant, old-world grace
They cooked in the open fireplace.
Brick baking ovens had they, too,
And visiting makers of suit and shoe.
The resting sessions were always brief—
We slaughtered and salted down the beef,
Filled the cellars, and stored the hay,
And went on working the livelong day.

Families were big—yes, one, two, three,
Four, five, six helped mightily.
Eight, nine, ten and sometimes more
Helped when the snow was piled at the door—
Plenty to do—then some—you bet;
Houses were full. It's my regret
To see the families growing small:
A son or so—some, none at all.
It doesn't seem like the old home state—
But Time brings changes, I tell my mate.

Prices were low, and all around
Butter was sixteen cents a pound.
Some squeezed the dollar, it would seem,

Until you could hear the eagle scream.
Held it close at the County Fair
Till they clean forgot 'twas a bird of the air;
But they weren't mean—only things came slow—
Winters were hard, with blizzards and snow.
I recall one year like an icy sheet,
When Litchfield cattle froze on their feet.

The ground was rocky—just see my own,
Many the house of native stone;
Now and again some man, 'tis said,
Had pebbles for pie, and rocks for bread . . .

A great old grandmother was mine,
With other grand-chicks, forty-nine.
Some dotted here and others there,
Most favored her; but some were fair.
When the British came, and bad luck fell,
She cast her silver into the well,
And pewter dishes, spoons and knives.
She was born, she said, with a cat's nine lives.
With her youngest babe, on horseback, she
Went riding forth most fearlessly
To save the cattle at Sasconeck.
She flew till she grew a tiny speck,
Then drove them all into Easton town
Lest England claim them . . . Up and down
By hill and vale she rode that day.
The child looked scared; but she had her way.
The women of my long line since then
Talk pretty pert to their good men.
Whether British, or flood, or wolf at the door,
They can be counted on more and more.

Then soldiering was our job. Some came—
Blue coats, red feathers that tossed aflame.
Our braves went marching, for all prepared,
Lest they should find themselves ensnared.
Come closer—sometimes the men we'd lose
For love of a rum called Santa Cruz.
Their feet got tangled—I can't tell how,
But you know spirits—I must allow,
Sometimes a mate made his drink too long—
And Santa Cruz was **exceeding strong. . .**

The minister, he was poorly paid,
Also the doctor, so 'tis said—
Each man who worked for his soul's best good
Would help to furnish the pastor's wood,
Drawn on a sled. He'd neatly earn
A place in Heaven. Then, in turn,
Doctors were helped—and well they might;
The housewives knew too much. That's right.
Their shelves in homely science would fill
With herbs from gardens, mixed with skill—
Their 'pothecary—memory brings
Tart tasting, healing, hellish things.
Catnip, stinkwood, elderblows,
Fox glove, tansy, vials in rows—
Mint, witch hazel from the tree,
With scented sassafras, for tea.
And what not—pennyroyal—all
Were tried before the doctor's call.
When a white horse neighed at the patient's door
The man was sick—almost no more.
You'd have to be gasping and weak of knee
Before they would call the poor M.D. . .

Very religious were all, I vow.
Two sermons, but longer than they are now,
And another at night. Those free to roam
Saw that the gentler sex reached home.
'Twas sort of pleasant to see a face
You knew was pretty and full of grace.
When the church was cold, we had footstoves there
And crumbs for the mice on the pulpit stair.
Poor squany looking things to see,
They'd look reproachfully at me—
They grazed men's coats, upon the pegs,
And skipped around the ladies' legs.
"Poor as a church mouse" so they say,
That word was born of yesterday.
No wonder they were slim of cheek,
Those crumbs were there to last a week.
If they grew folksy, now and then,
The whole church heard (Amen, Amen).

In those days future punishment
Was feared to a supreme extent.
If men did wrong they'd quickly learn
Sooner or later they would burn.

A farmer's fireplace once fell through
Into the cellar. He fell too;
Calling his good wife, Isabelle,
He shouted: "Quick—I have gone to hell;
The coals burn hot—and I'm scorching here—
Isabelle, save me, save me, dear. . . ."

My home was in a Shire Town,
The courthouse was its boasted crown;
And lawyers came and went—quite far
They travelled for their legal star.
Nothing but weather kept them—some,
Much like the springtime with its hum
Of birds returning—and the road
Lit up with many an episode;
(A witty word so often made
Dark duties light by hill and glade).

The colored folks were here, and they
Were sure respectable, I'll say.
They'd work at that and peck at this—
A friendly lot. Their names—don't miss,
Were all first names of dignity
That graced our village—you shall see.
They came as slaves to our slave state
But got their freedom. Early and late
They labored on their plots of land
The white man gave, you understand.
One soul was queer. The story falls,
He was a builder of stone walls,
And 'round the rocks and bush-lined lakes
He found a-plenty of black snakes.
He loved to eat their hearts—it's true—
And gobbled up their livers, too.
When he was lowered to the grave
'Tis said—you'll surely think I rave—
That black snakes ran their heads from out
The walls with: "What's it all about?"
Down in the earth the critters gazed,
The mourners shuddered—daft and dazed.
Another time, I passed the spot,
My dears—believe you me or not—
Nine snakes had dropped their skins. 'Twas rare.
They looked like bottles lying there;
But that was long ago, and birds

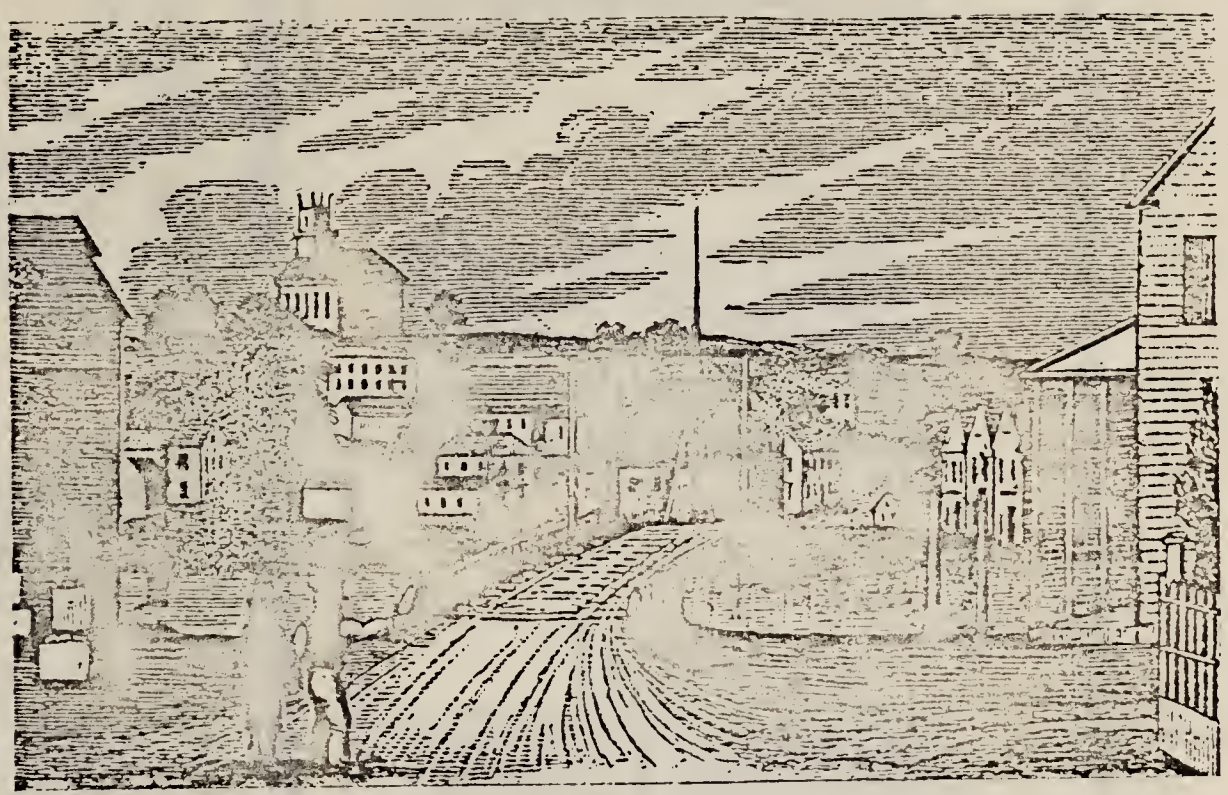
And serpents came in flocks and herds—
You'd first look up for singing sweet,
And then look down to guard your feet . . .

Today the farmer strives and strives,
But harder were old times. Those lives
Were true and honest. Day by day,
Oft cruelly beset were they—
On all sides obstacles—no gold—
And overplus of biting cold.
Yes, character they had of steel,
And they were men from head to heel.
In those days past the girls were good;
Fair tribute to their womanhood.
Their hours were long—rewards came late,
True men and women made this state.
The farmsteads lonely—and forlorn?
Sometimes, perhaps, but Truth was born.
Those days were hero days and stand
Like diamonds on History's hand.
High over hills of goldenrod
Men labored in the fear of God;
And laureled homes burned bright to prove
That more than ever God was love.
Mottoes they had for all who worked,
And those eluding—those who shirked.
"Count your blessings before your sorrows,"
"One today is worth two tomorrows"—
"When angry count one hundred," read
The child. "Go early to thy bed";
Another worked elaborately,
"Judge not lest ye be judged." To be,
In truth, above defeats and ills,
They raised their vision to the hills.

Before I go, I would ask of you,
Since you have seen this canter through,
Just wish them well by elm and oak,
These old-time, splendid country folk.
If 'tweren't for them, I humbly say,
We wouldn't be so smart today.
That's all—it's late and I must quit.
"Brevity is the soul of wit."

COLETTA RYAN.

Rendered in verse from "Fairfield One hundred years ago" by William Burr.



BRIDGE 1835 — WESTPORT, CONN.

ARCHITECTURE
SCULPTOR
PAINTING

by Edward John Acles

PRESENT OWNER'S OF HOUSES 100 YEARS OLD

1—James P. Fraser
2—Henry Peacock
3—Kerr Eby
4—Sally Hunter
5—Oscar Howard
6—Esther Raymond
7—Arthur James
8—Sam McCoy
9—Ralph Boyer
10—M. Mulkley
11—B. Fitch
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79—Wehaught
80—Byram
81—Friendly Aid
82—Bedford
83—Lewis
84—E. Thomas
85—W. Emerson
86—Beers
87—L. Welsh
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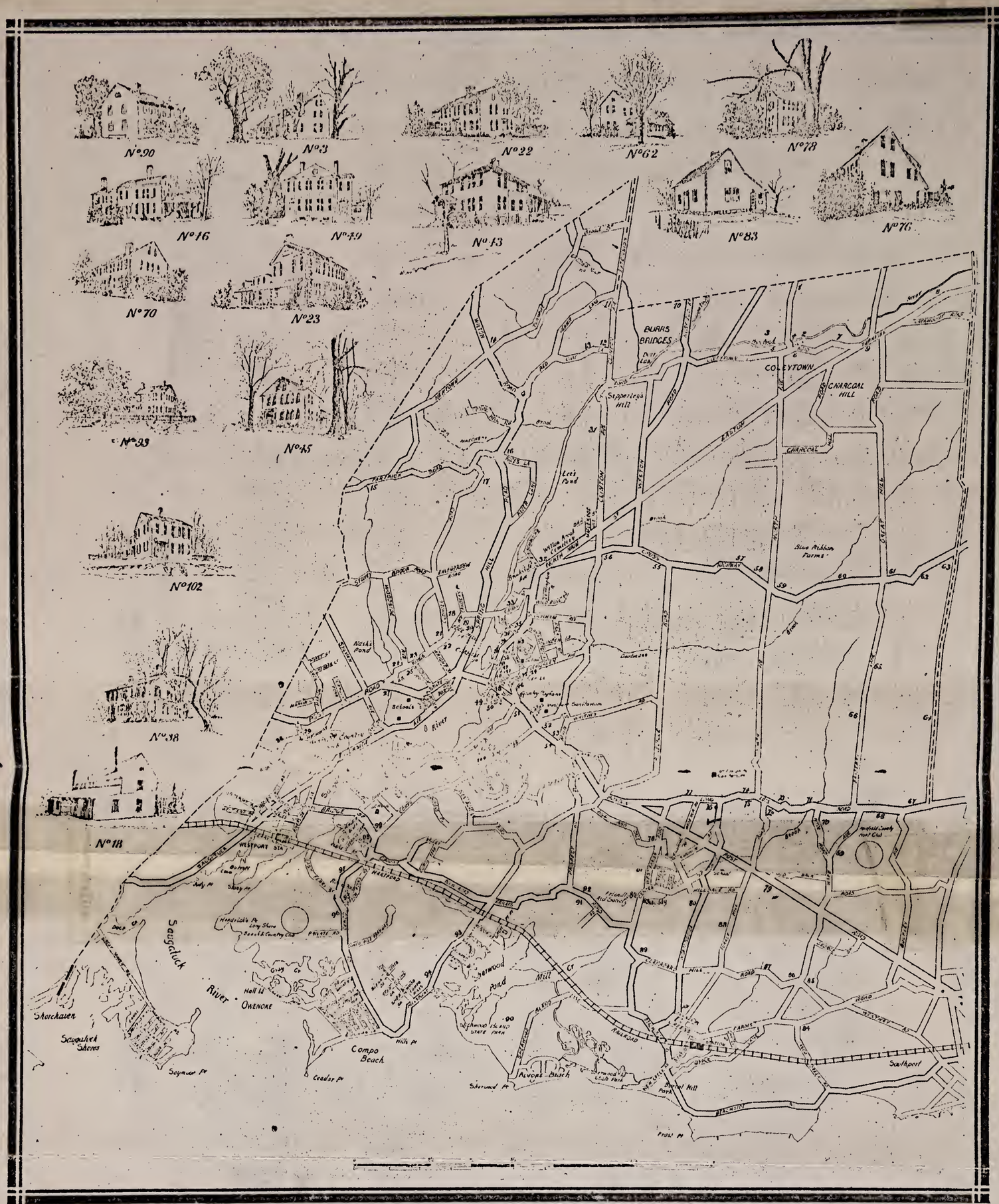
100—Wilcox

101—G. S. Jennings

102—Baker

(OVER)



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98—I. Putney
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100—Wilcox

101—G. S. Jennings
102—Baker

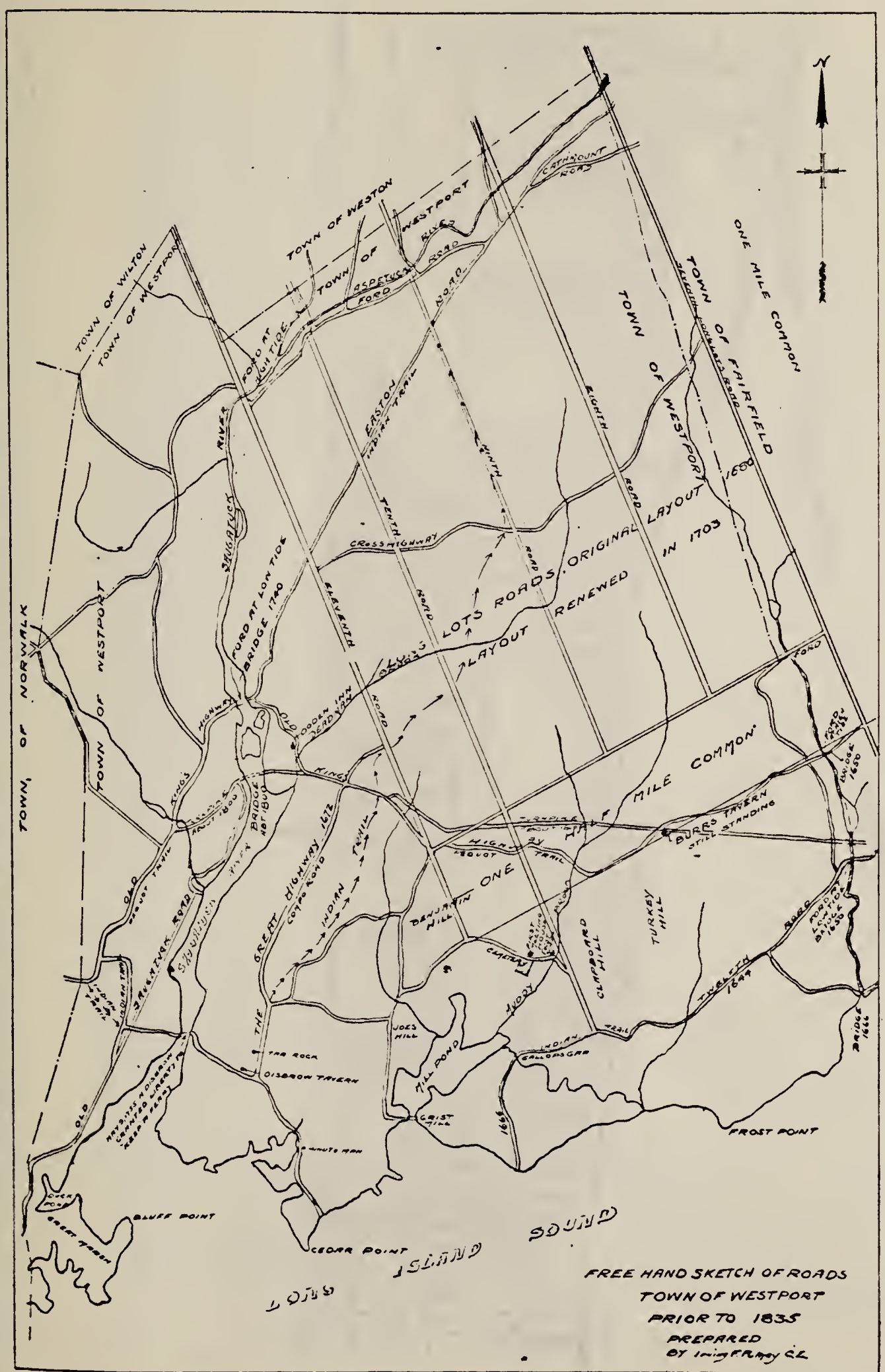
(OVER)

EARLY OWNERS OF OLD HOUSES

1—Coley.....
2—Coley.....
3—Coley.....
4—Coley.....
5—Holden.....
6—Coley.....
7—Gray.....
8—Grumman.....
9—Adams.....
10—Sherwood.....
11—Dykman.....
12—Finch.....
13—Finch.....
14—Taylor (A.N.).
15—Patrick.....
16—Chapman.....
17—Hanford.....
18—Hurlbutt.....
19—Batterson.....
20—Hurlbutt.....
21—Taylor.....
22—Lyons.....
23—Nash.....
24—Gray.....
25—Nash.....
26—Nash.....
27—Nash.....
28—Jarvis.....
29—Hill.....
30—Raymond.....
31—Morehouse.....
32—S. Adams.....
33—Hill.....
34—Bradley.....
35—Rowland.....
36—Buckley.....
37—Botts.....
38—Allen.....
39—Downs.....
40—Beers.....
41—Wheeler.....
42—Guyer.....
43—MacDonald...
44—Gray.....
45—Scribner.....
46—Richards.....
47—Jesup.....
48—Goodsell.....
49—Wheeler.....
50—Wheeler.....
51—Jesup.....
52—Richmond.....
53—Andrews.....
54—Fairchild.....
55—Wyncoop.....
56—Chapman.....
57—Sturges.....
58—Meeker.....
59—Godfrey.....
60—Wheeler.....
61—Ogden.....
62—Meeker.....
63—Brotherton....
64—Hull.....
65—Sherwood.....
66—Gorham.....
67—Osborne.....
68—Banks.....
69—Andrews.....
70—Hyde.....
71—Hyde.....
72—Burr.....
73—Adams.....
74—Davies.....
75—Hyde.....
76—Burr.....
77—Nash.....
78—Nash.....
79—Burr Inn.....
80—Taylor.....
81—Couch.....
82—Couch.....
83—Phillips.....
84—Jennings.....
85—Goodsell.....
86—Beers.....
87—Goodsell.....
88—Thorpe.....
89—Ripley.....
90—Sherwood.....
91—Wakeman.....
92—Wakeman.....
93—Sherwood
94—Sherwood.....
95—Allen.....
96—Wakeman.....
97—Allen.....
98—Allen.....
99—Allen.....
100—Bennett.....
101—Sherwood.....
102—Staples.....

ADDITIONAL HOUSES — OTHERS NOT REPORTED TO COMMITTEE

Capt. Maltbie Allen .Allen C. M.
Godfrey.....Van Wych Brooks
Foote.....Ida F. Guirnsey
Nash.....Donlon
Nash.....Jelliffe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TOWN OF WESTPORT
TOWN OF WESTON
TOWN OF WESTPORT
TOWN OF WESTPORT
TOWN OF FAIRFIELD
TOWN OF WESTPORT
TOWN, OF NORWALK
TOWN OF WESTPORT
ONE MILE COMMON
ONE HALF MILE COMMON
ASPETUCK FORD
FORD AT HIGH TIDE
EASTON INDIAN TRAIL
CROSS HIGHWAY
ELEVENTH ROAD
TENTH ROAD
NINTH ROAD
EIGHTH ROAD
SEVENTH ROAD
SIXTH ROAD
FIFTH ROAD
FOURTH ROAD
THIRD ROAD
SECOND ROAD
FIRST ROAD
LOTS ROADS. ORIGINAL LAYOUT IN 1703
LAYOUT RENEWED
ORIGINAL LAYOUT 1600
FORD AT LOW TIDE BRIDGE 1740
THE GREAT HIGHWAY 1672
INDIAN TRAIL
BURR'S TAVERN STILL STANDING
DANBURY HILL
CLAPBOARD HILL
TURKEY HILL
MUDDY
HILL POND
GRIST MILL
JOES HILL
THE ROCK
DISBROW TAVERN
FROST POINT
BLUFF POINT
CEDAR POINT
LONG ISLAND SOUND
FREE HAND SKETCH OF ROADS
TOWN OF WESTPORT
PRIOR TO 1835
PREPARED
BY Irving F. Riley C.E.

THE GREEN'S FARMS CHURCH

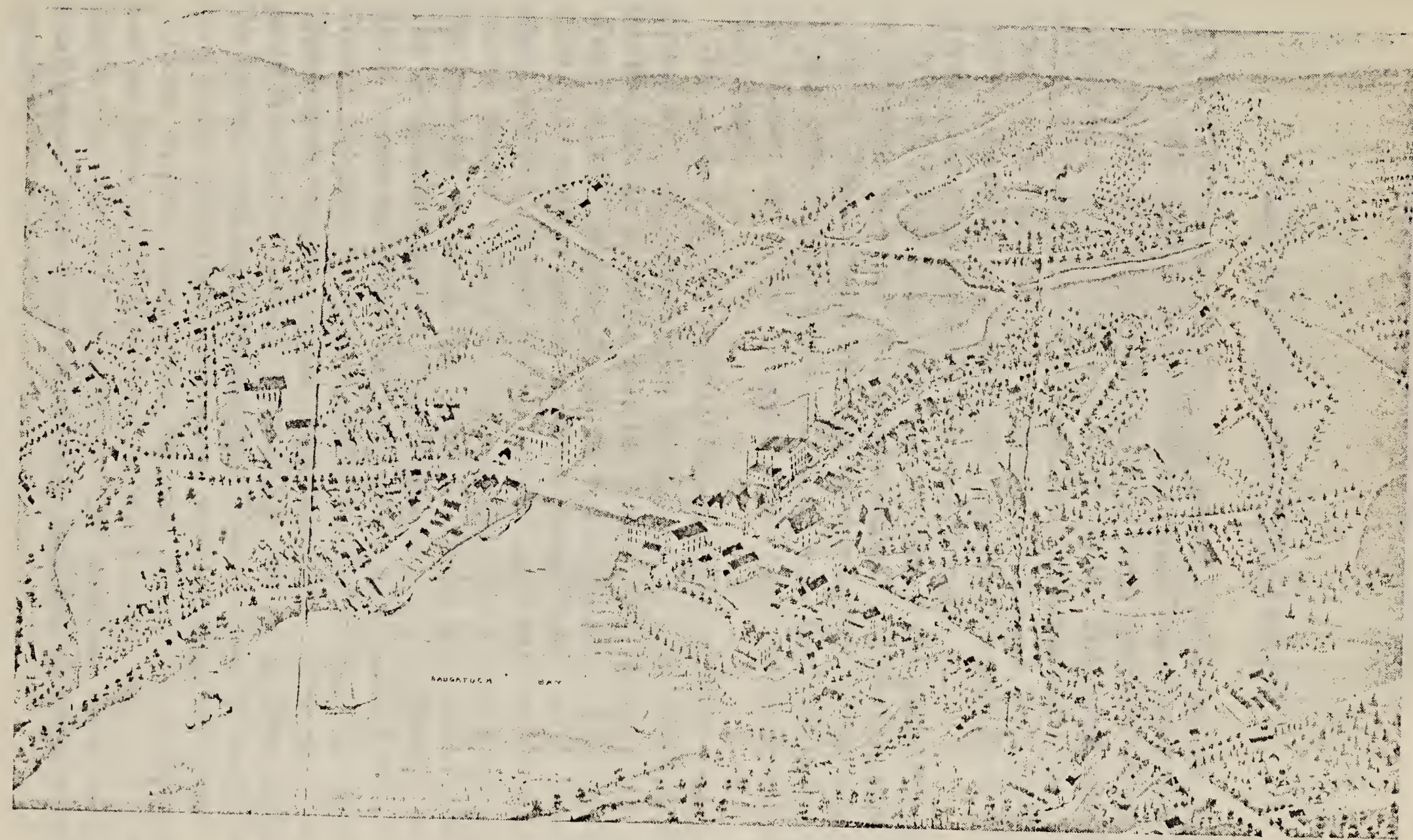
From an original etching by Kerr Eby. Reproduced by the courtesy of Mr. Eby.

By Arthur J. Elder

MAP TOWN OF WESTPORT

By Norman Camroux

MAP OF SCHOOLS — LIBRARY HALL



VIEW OF WESTPORT 1878

OLD HOUSES OF WESTPORT

OF THE houses built in the present limits of the town of Westport prior to 1835, the date of the incorporation, about 100 are existing today. These are all of what is popularly known as Colonial architecture. The usual classification of Colonial architecture into three periods—the first down to the Revolution as Colonial, the second from 1776 to 1800 as Georgian, and the third from 1800 on as Early Republic—does not apply strictly to Westport.

Of the types of roofs, there are only two of the gambrel type, the Brotherton house on Division Street and the Langzettel house on Compo Road, formerly known as the Willcox house. Of the saltbox type there are about ten. The remainder of the houses are of the straight gable type, built during all the periods.

The earliest houses were of the so-called saltbox type, so named for their resemblance to the receptacle in common use for the storing of cattle and table salt. The oldest house in Westport, the Coleman house on Kings Highway, built about 1700, is a saltbox house. Its front leans back out of plumb about 6 inches, caused by the unequal settlement of the great central chimney. The Eby house in Coleytown is an unusually fine example of the saltbox type. This was built about 1766. The Schilthuis house on Cross Highway, the Wadsworth and Keith houses on Kings Highway and the Barbour houses on Clinton Avenue are fine examples of the saltbox. The usual fenestration for the saltbox house was three windows in the gable directly in line with the ridge, as seen in the Eby, Keith, Wadsworth and Schilthuis houses. The windows in the Coleman house in the first story show an interesting variation.

These earliest houses had shingled sides; the clapboards now on them were added later as the shingles wore out. The blinds were also a later addition. The windows were always small-paned. Later some inhabitants changed to larger-paned windows.

Of the story-and-a-half saltbox houses there are three examples—the McCoy house on the Easton Road, built in 1760; the Hitchcock house on Cross Highway and the Lewis house on Center Street.

The early houses had cellars under a portion only, usually under one-fourth. Two of them at least have inside stone steps leading to the cellar—the Coleman and the McCoy houses. The timbers were hewed and pinned, the floor boards, the roof boards and the sheathing boards were sawed. The exterior walls were shingled with split shingles, face nailed through the butts. The chimneys were large at the bottom, decreasing in size to the roof, and in some cases had fireplaces and flues in the cellar or attic for smoking hams. Clay mortar was used for the stonework and the ceilings were always low.

Probably all the saltbox houses in Westport were built as a unit, and not according to the theory of the evolution of the saltbox type, which is as follows: first, two rooms were built with a chimney at one end; later, two rooms were added to the end and the chimney doubled; afterwards an extension was built across the rear and the main roof carried down to cover the same.

The straight gable house appeared along with the saltbox type and has been built ever since; at first with a central chimney and the steep stairs across the front of the chimney, and later with a hall through the middle. Two fine examples of the central chimney, straight gable house are the Jones house on Hyde Road, built in 1795 by Joseph Hyde, and the Thorne house on Old Hill Road, built between 1795 and 1812. This latter is the only house with a captain's walk on the roof.

Between 1800 and 1835 were built the greater number of the existing houses. In this period also the style flowered its most delicate detail. The McNally house on Myrtle Avenue, the Horace Staples homestead house on Riverside Avenue, the newer part of the Edith Sherwood house on Hills Point Road, the Keeler house at the corner of Compo Road on State Street and the Congregational Parsonage on State Street were built. These houses, like many others of this period, have cornices that were modifications of the cornice of the old Elwood

house on Sherwood Island. This was built in 1787 and its cornice was apparently copied from that of the Banks house in Greenfield Hill, built in 1737. It is a beautiful, delicate and unusual cornice, and it is noteworthy that it appears on so many examples in the town of Westport and is found elsewhere on a very few houses only.

It was during this time that the change from the 24-paned windows to 12-paned windows probably occurred.

Within this last period a new interpretation of the Colonial style came into vogue, the style known as the Greek Revival. The erection of the Thaddeus house in Fairfield in 1790 undoubtedly gave the movement its impetus in this vicinity. A very fine example of this is the Mary Coley house in Coleytown. Some examples were built in Westport before 1835, but many in the decade following.

These old houses of Westport have a quality of beauty often lacking in our modern houses. Their design followed certain definite lines. First, they were set low in the ground; second, their mass was well proportioned and the roofs were well pitched, never lower than a rise of 8 inches to 12 inches in all but the Greek Revival houses, where the pitch was flattened to as low as 5 inches to 12 inches; third, the chimneys were of a goodly size and height; fourth, the windows were arranged in a definite composition, somewhat formal but very pleasing. The windows at the side of the entrance were spaced close together so that a definite axis of interest was formed. This is true of the five-window front and the three window front, whether the doorway was in the gable as in the McNally house, or in the side under the eaves as in the Edith Sherwood house and the Thorne house. Fifth, the size of the window panes was kept approximately the same throughout, and the size of the windows varied by changing the number of panes. The width of the wood around the glass was smaller than in the modern window, and thus the windows had a greater percentage of glass opening. Sixth, the cornices were well proportioned whether plain like the early work or more elaborate as in the later work. Seventh, the doorways were generally beautiful specimens of the woodworkers' art.

No. 21 JOHN TAYLOR, 1690 R. V. COLEMAN

No. 23 STRINGHAM, 1750 (Circa) LOUIS RITTER

No. 100 BENNETT, 1760 K. WILCOX ESTATE

No. 8 GRUMANN, 1760 SAM McCOY

No. 3—COLEY, 1766 (Circa)

KERR EBY

No. 90 D. SHERWOOD, 3rd, 1787 FANNIE L. ELWOOD

No. 22 LYONS, 1790 (Circa)

DUDLEY WADSWORTH

No. 70 JOSEPH HYDE, 1795

RUSSELL L. JONES

No. 93 D. SHERWOOD, 4th, 1790-1820 EDITH VERY SHERWOOD

No. 45 SCRIBNER, 1800 (Circa) J. McNALLY

No. 47 E. JESUP, 1810 SAUGATUCK CONGREGATIONAL CHURCH

No. 6 MARY COLEY, 1820

ESTHER RAYMOND

No. 102—HORACE STAPLES, 1828 PASCALLE ESTATE

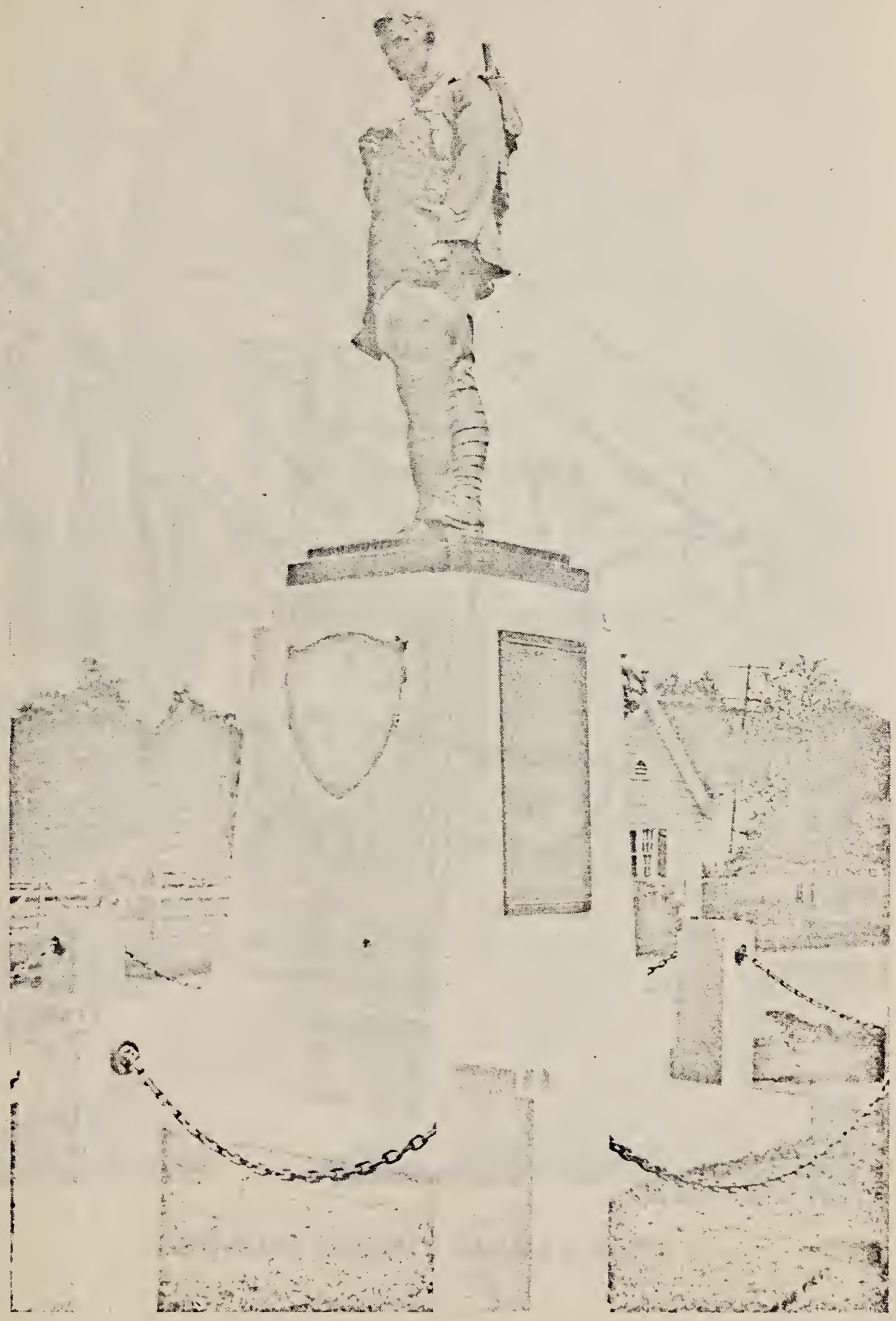
No. 17—P. HANFORD, 1830 WARD THORNE

No. 46 RICHARDS, 1850 SOUTHERN NEW ENGLAND TELEPHONE CO.

Daniel L. Webster, Sculptor

THE MINUTE MAN, COMPO BEACH

BIRD SANCTUARY
LAURA CHAPMAN MEMORIAL

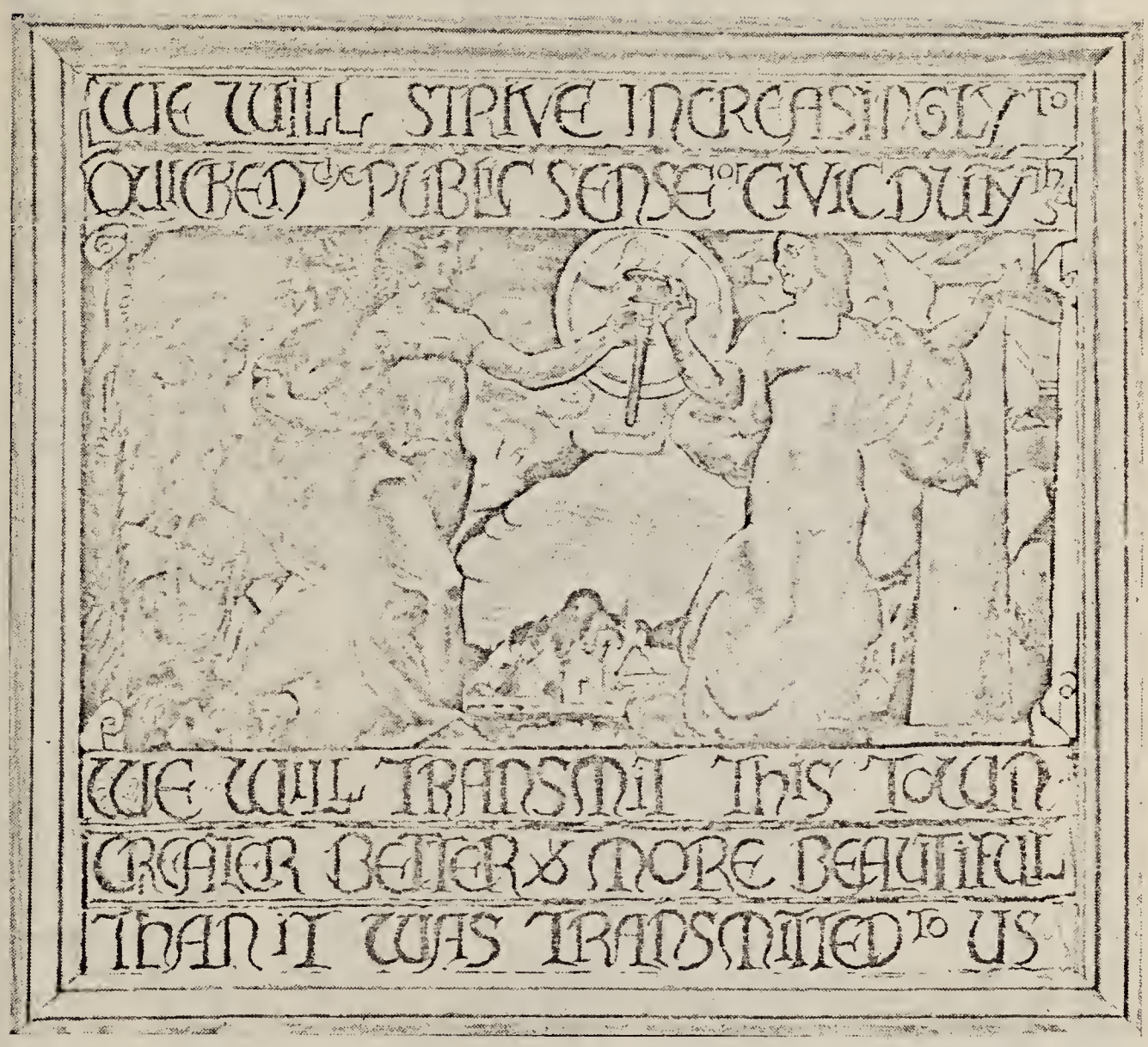


J. Clinton Shepherd

WORLD WAR MEMORIAL

by Robert Garret Thew

FOUNTAIN GREEN'S FARMS SCHOOL



by James H. Daugherty

PAINTING IN BEDFORD HOUSE

by Robert L. Lambdin

JOAN OF ARC (PART OF WALL DECORATION) BRIDGE STREET SCHOOL

by A. R. Skidmore

DOE and FAWN, MANTLE PIECE, BRIDGE ST. KINDERGARTEN

by Ray Strang

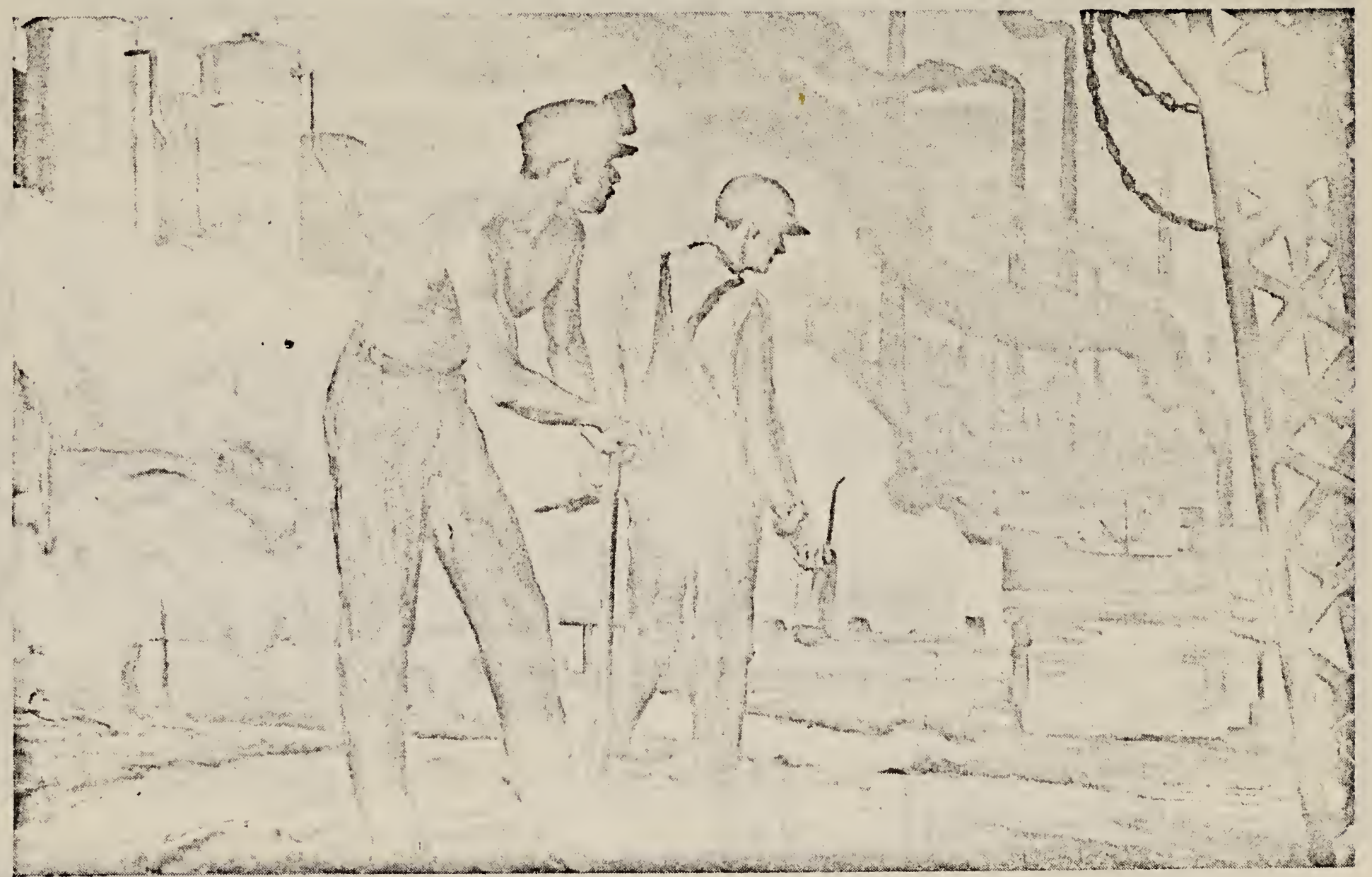
THE STORY OF CINDERELLA IN THE GREEN'S FARMS SCHOOL

by Calcord Heurlin

THE ARTIC — IN JUNIOR BEDFORD HIGH SCHOOL

Gregory McLoughlin

WESTPORT TOWN SQUARE, 1890 IN LIBRARY HALL



by Ralph L. Boyer

THE MECHANICAL AGE — STAPLES HIGH SCHOOL

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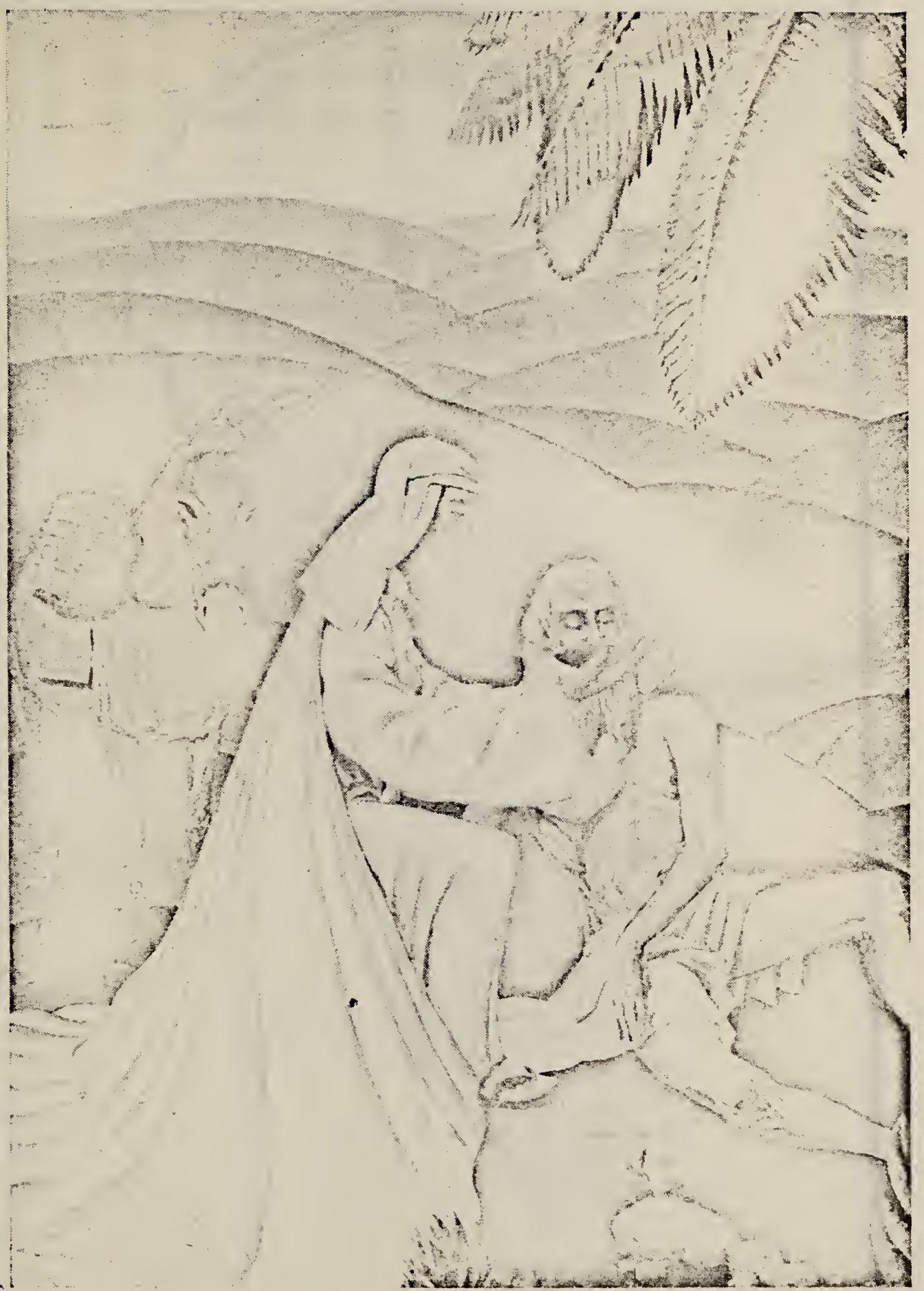
FRESCO—THE DRAMA—BEDFORD JUNIOR HIGH SCHOOL



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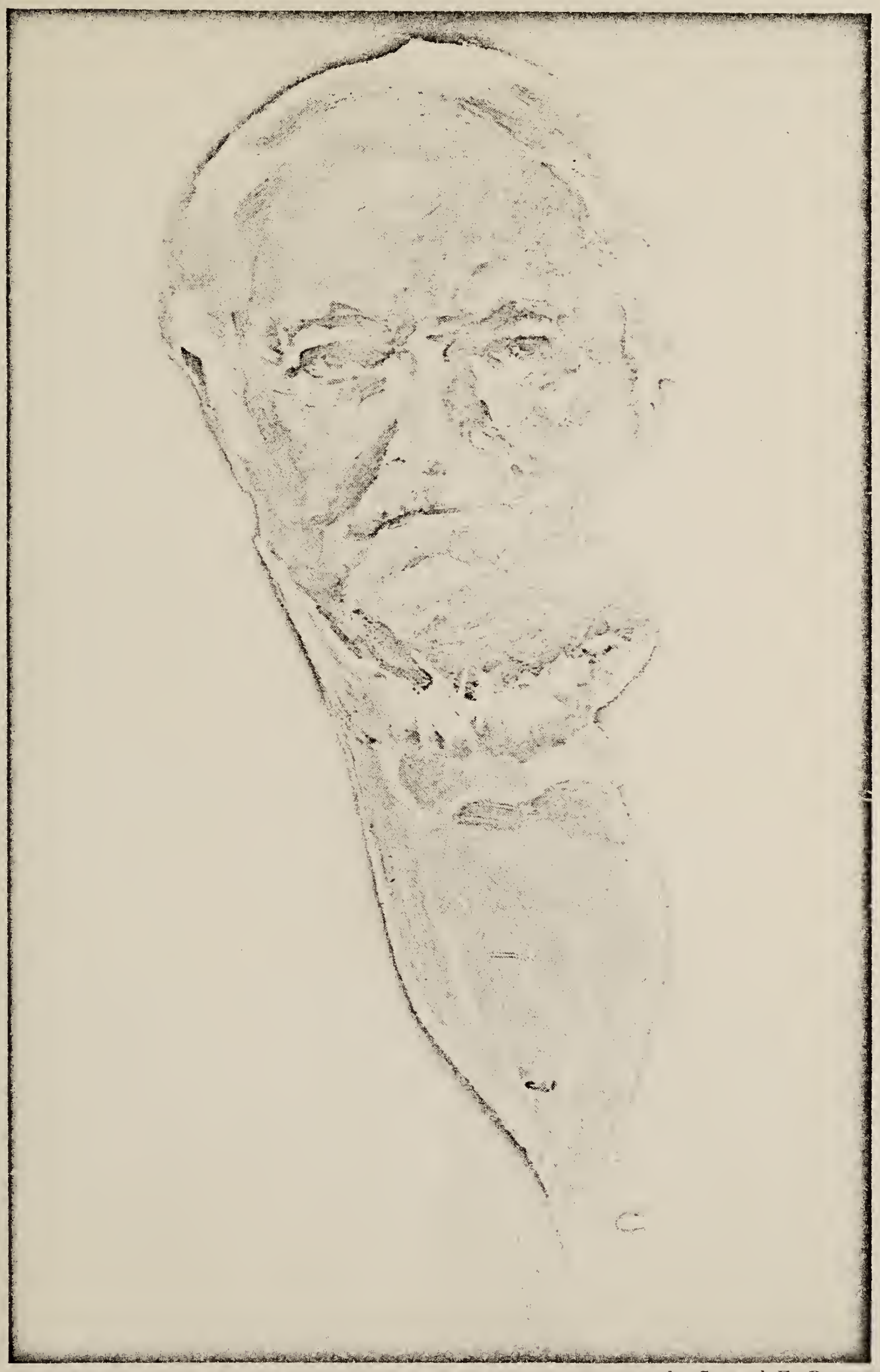
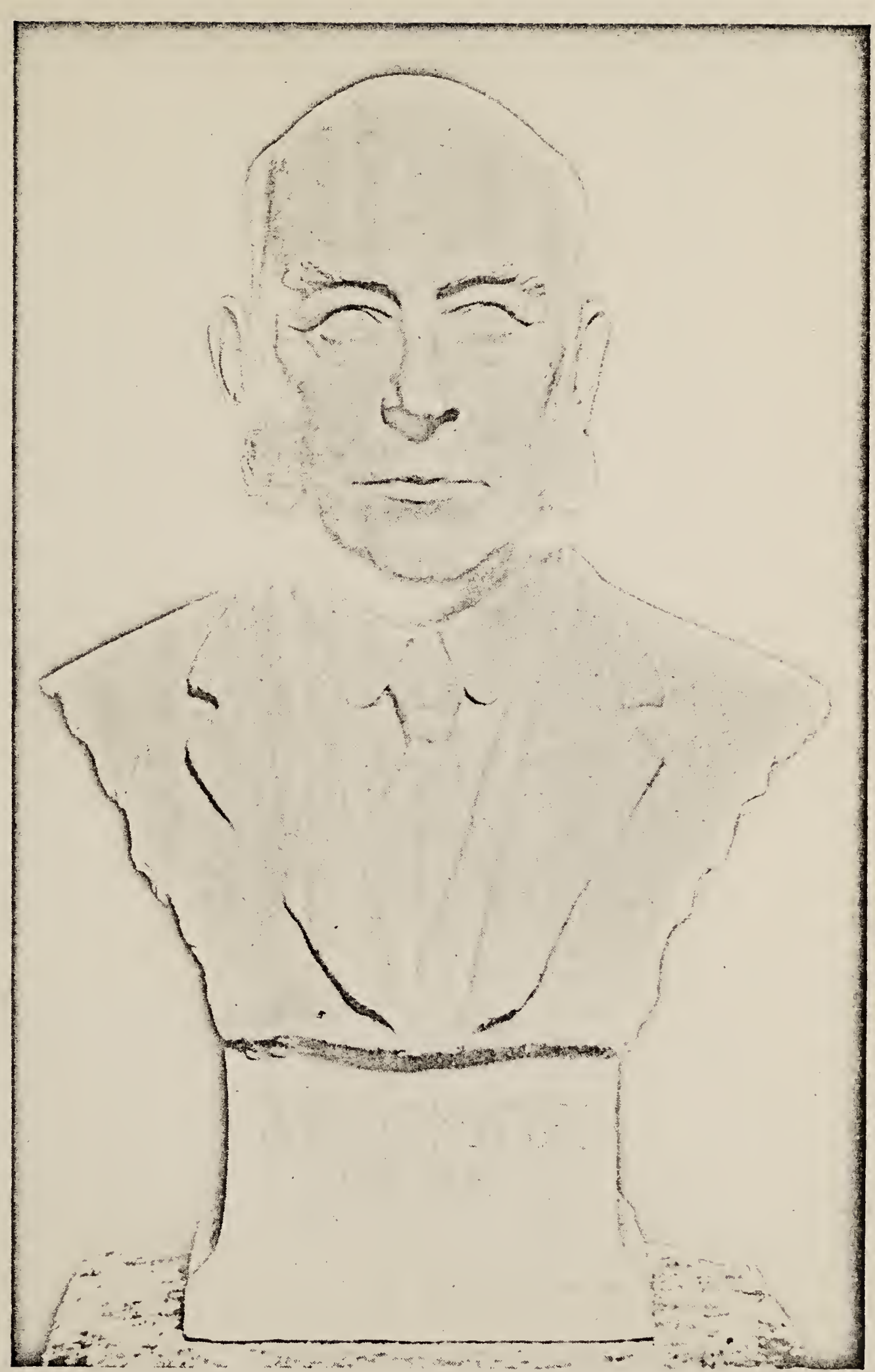
PARABLE OF THE GOOD SAMARITAN
JUNIOR BEDFORD HIGH SCHOOL



by Samuel E. Brown

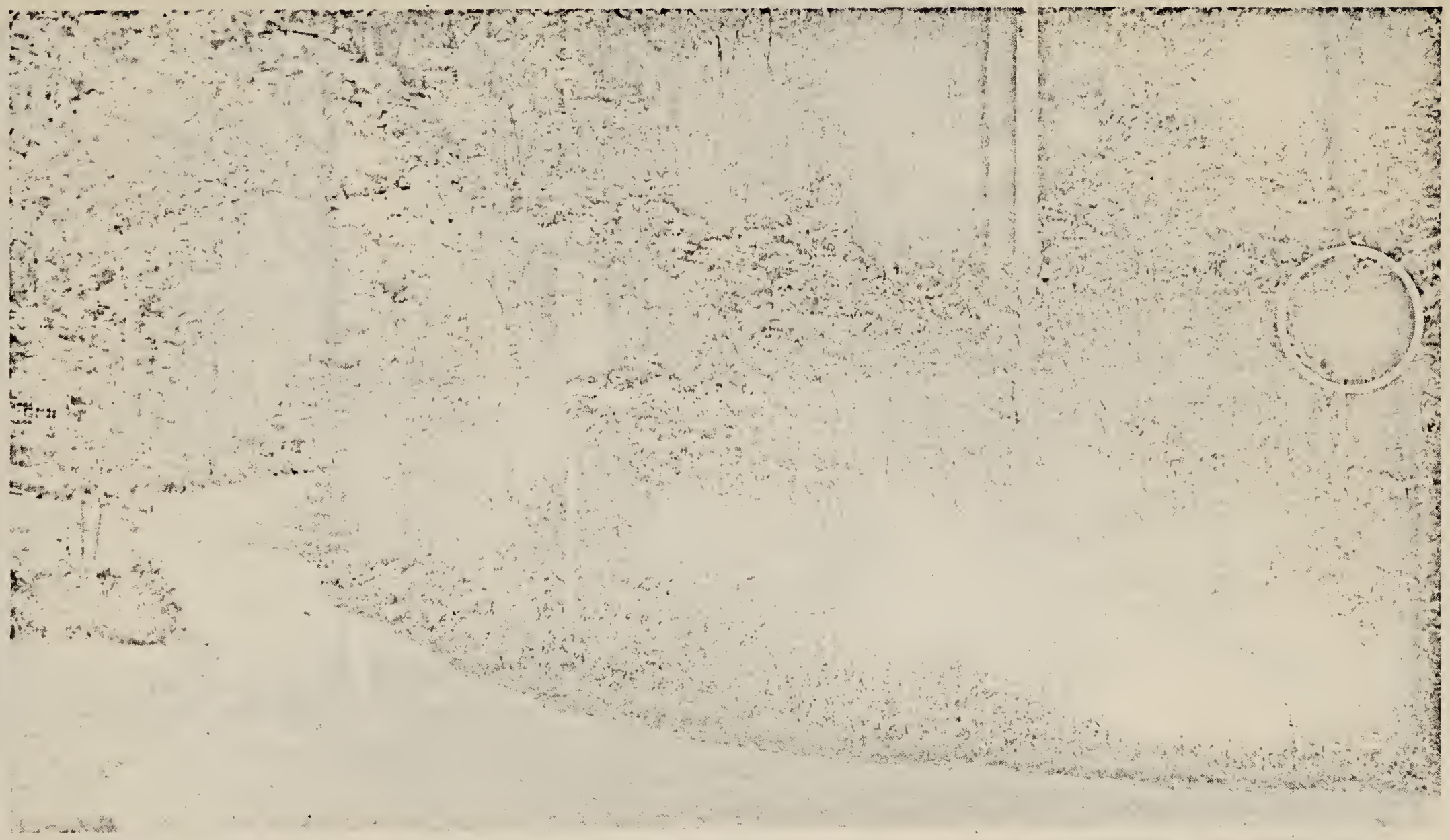
PORTRAIT OF HORRACE STAPLES, IN STAPLES HIGH SCHOOL



Elmer Hannon

PORTRAIT OF EDWARD T. BEDFORD
IN BEDFORD ELEMENTARY SCHOOL

ELM TREE MORE THAN 300 YEARS OLD. INDIAN TREATIES WERE SIGNED HERE. CORNER OF TURKEY HILL AND LONG LOTS ROAD.



CAVERN NEAR TAR ROCK, WHERE BENJAMIN ALLEN WAS CONCEALED DURING RAID OF BRITISH IN 1777, (FORMERLY STEPHEN WAKEMAN'S PROPERTY)

TAR ROCK, WHERE SIGNAL FIRES WERE LIGHTED IN 1777 TO WARN DANBURY OF APPROACH OF BRITISH AND CALL CONTINENTALS (KARL ANDERSON'S PROPERTY)

119 - 130

by William Schomburg

DRAWING OF
SAUGATUCK CONGREGATIONAL CHURCH

KING W. MANSFIELD
Chairman Executive Committee

CENTENARY AND TERCENTENARY COMMITTEES

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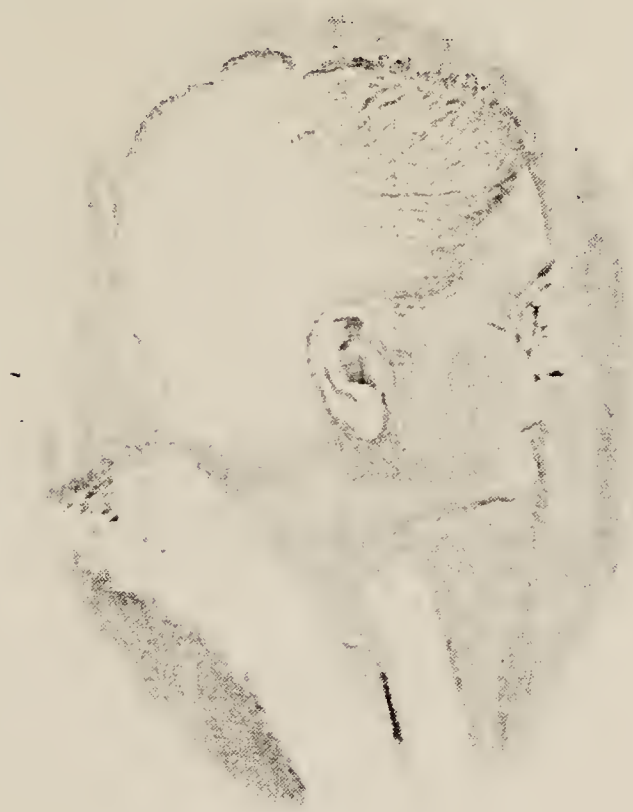

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